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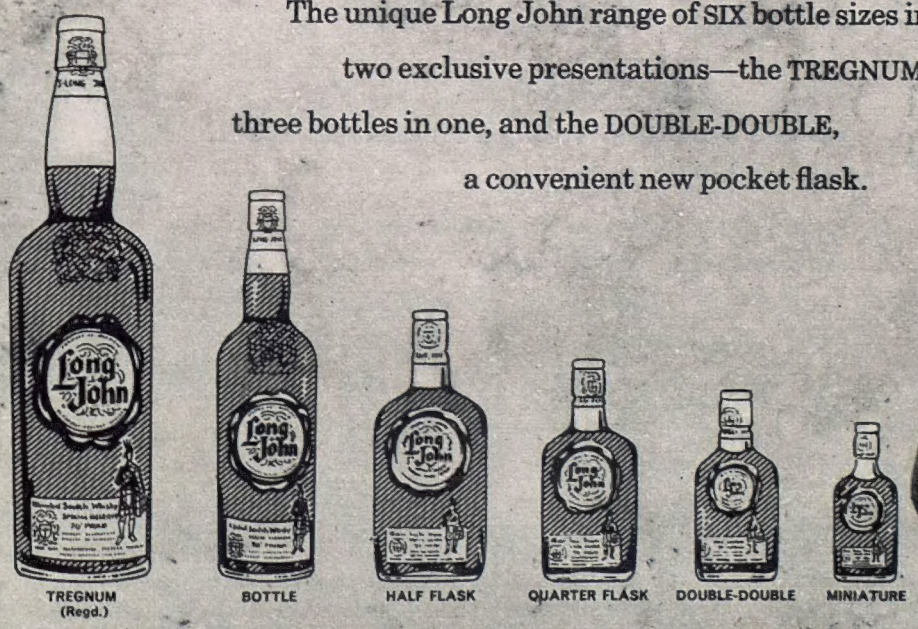

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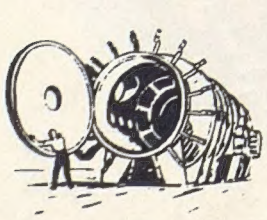
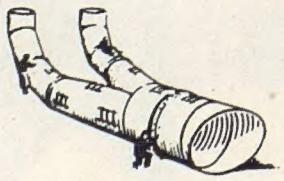
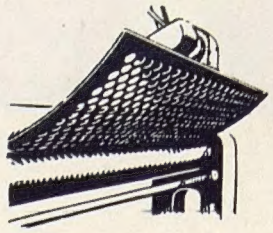
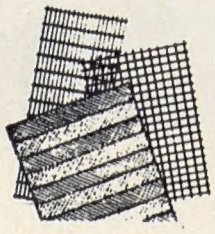

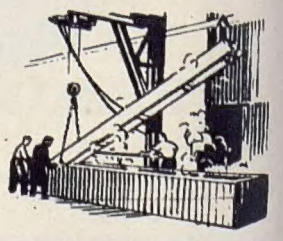

Volume CCXLIX No. 3230

THE SPHERE

LONDON, April 28, 1962

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With which are incorporated *The Graphic* and *Black & White*

A ROSETTE FOR PRINCESS ANNE

Princess Anne, on her pony Bandit, takes a low log jump in a novice event at the Garth Pony Club Show at Binfield, in Berkshire. The Princess, who is eleven years old, came second and won a rosette in one of the novice events. She was unplaced in two other events. Her name did not appear on the programme. A few days previously the Queen and Princess Anne had stayed with the Duke of Beaufort for the annual three-day Horse Trials at Badminton, while the Duke of Edinburgh and Prince Charles had been visiting relatives in Germany. The Royal Family planned to spend a quiet Easter at Windsor. Before leaving London, the Queen, attended by members of her family, distributed the Maundy Money in the annual service in Westminster Abbey. The tradition derives from a text in the New Testament relating to the Last Supper. At the Abbey the Sovereign presents Maundy gifts of silver coins to as many old men and old women as there are in his or her age. The Queen celebrated her thirty-sixth birthday on April 21

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THE LATEST ROVER GAS TURBINE ON ITS WAY TO NEW YORK

The Rover Company's latest gas turbine prototype car, the T4, is loaded aboard a Seaboard Canadair "swing-tail" CL-44 on its way to the U.S. to be exhibited at the New York Show. Rovers also sent with the T4 the world's first gas turbine car, JET 1, which the company built in 1949. Speaking at the send-off of the cars last week, Mr. M. C. Wilks, chairman of Rovers, said that although the company's engineers had solved most of the technical problems of designing a gas turbine car for production, it was not possible to say when such a vehicle would go into production. Mr. Wilks said that he thought his company was ahead of most in the development of gas turbine cars, but he admitted that in the case of Chrysler it was probably a dead heat. It was because of increasing competition that the T4 was sent to New York for prestige purposes. The car is a conventional-looking four-seater saloon, with front-wheel drive, disc brakes and independent suspension. It has a top speed of about 115 m.p.h. with a fuel consumption (paraffin) of 19 m.p.g. at 50 m.p.h. When fitted with two-speed automatic transmission, the T4 should accelerate from standstill to 60 m.p.h. in eight seconds. **Right:** Under the bonnet of the T4 can be seen the compact engine, with aluminium sheeting over the turbine and integral heat exchanger

UNDER THE BONNET OF THE GAS TURBINE CAR

LORD CARRINGTON AND A BUCCANEER

Far right: Lord Carrington, First Lord of the Admiralty, climbs into the cockpit of the Navy's new low-level strike aircraft, the Blackburn Buccaneer, for a demonstration flight from Home-on-Spalding Moor, Yorkshire. He is followed by Blackburn's chief test pilot, Lieut.-Commander Derek Whitehead. The demonstration flight included low-level runs at 550 knots—the fastest the First Lord had ever flown. The first operational squadron of Blackburn Buccaneers is expected to join the *Ark Royal* early next year

THE OPENING, AT PLYMOUTH, OF THE FIRST EDIBLE-PROTEIN FACTORY OF ITS KIND IN THE WORLD

Viscount Tenby of Bulford explains a technical point to Lady Tenby, at the new factory of International Protein Products, at Plymouth. The plant, opened by Viscount Tenby recently, is the first of its kind in the world. It is capable of providing protein for more than 100,000 undernourished people at a cost of less than 1s. a head. Others in the group, watching part of the process that cleans groundnuts before they are converted to protein, are the Lady Mayoress of Plymouth; the Lord Mayor of Plymouth, Alderman A. Goldberg; and Mr. Ray Mawby, M.P. for Totnes. **Far right:** Mr. Bannerman Bruce of Ghana and Mr. C. O. O. Phillips of Nigeria inspect another part of the plant

THE NEWS IN PICTURES

FRENCH PRIME MINISTERS OUT AND IN—M. DEBRE AND M. POMPIDOU

M. Michel Debré, who retired last week as Prime Minister of France after three years three months in office, shakes hands with M. Georges Pompidou, his successor. M. Pompidou became the second Premier of the Fifth Republic last week. His new Government retained most of the former Cabinet; new ministers included old Fourth Republic names such as M. Pflimlin, as Minister for Co-operation, and M. Maurice Schumann as Minister for Territorial Planning, both M.R.P. members. M. Pflimlin was Prime Minister at the time of the Algiers rising of May 13, 1958. A proposal to broaden the base of the Administration further by including M. Edgar Faure, also a former Prime Minister, failed because his party, the Radicals, would not agree. Tension in Algeria remained high last week, with the O.A.S. continuing terrorist attacks in Oran and Algiers after ex-General Jouhaud was sentenced to death by the Supreme Military Tribunal in Paris for his participation in the O.A.S.

PATRIARCHS OF GREECE AND BULGARIA

Archbishop Chryssostomos of Athens, Primate of All Greece (left) greets Patriarch Cyril of Bulgaria as he arrives at Athens Airport. Patriarch Cyril was in Athens on a short visit to discuss Orthodox Church affairs

AT THE OIL POLLUTION CONFERENCE IN LONDON

Far right: Sir Gilmour Jenkins, head of the British Delegation to the International Conference on the Prevention of Pollution of the Sea by Oil, signs the final convention agreed at the conference. This provides important new limitations on discharge of oil into the sea, which is to be prohibited in the North Sea, the Baltic Sea, and part of the Atlantic near Europe. Prohibition will apply to tankers down to 150 gross tons instead of 500 gross tons as hitherto. These regulations are expected to come into force in about two years' time. The three-week conference, held at Church House, Westminster in London, was attended by forty nations

A FLOWER FESTIVAL IN CAIRO

A decorated float made from a locomotive is seen in Cairo's first flower festival. All the city services were represented in the procession. A friendly spring-like atmosphere also prevailed in talks between Sir R. Stevens, British Deputy Under-Secretary of State at the Foreign Office, and President Nasser, recently concluded in Cairo

A GESTURE FROM DR. SUKARNO?

Far right: President Sukarno of Indonesia addresses a mass rally at Palembang in South Sumatra. He told the rally that Indonesia would accept third party mediation in its claim to West Irian, but said it would be Indonesian by the end of the year. American proposals for an administrative take-over by Indonesia subject to various safeguards, including a U.N.-supervised plebiscite, had a mixed reception in Holland

PRINCESS ALEXANDRA OPENS A NEW DRY DOCK AT BIRKENHEAD

Princess Alexandra waves from the ferry boat *Overchurch* after opening the new dry dock at Birkenhead of Cammell Laird and Co. (Shipbuilders and Engineers) Ltd. She named it the Princess Dock. Built at a cost of £2,750,000, the dry dock is 950 ft. long. Nearly 500,000 tons of materials were removed to make way for it. Other engagements during Princess Alexandra's two-day visit to Merseyside last week included a visit to the Royal Infirmary at Liverpool, where she presented prizes to the nurses; and the opening of Kirby College of Further Education and of the Princess Alexandra Home for the Blackpool and Fyfe Society for the Blind

Below right: One of the recently created group of Life Peers, Lord Francis-Williams of Abinger, waits to be introduced into the House of Lords. His sponsors were Lord Taylor and Lord Shackleton. The new life Baron, who is aged fifty-nine, is a prominent author, journalist and broadcasting commentator. From 1945 to 1947 he was the Public Relations Adviser to the then Prime Minister, Mr. Attlee. The day of Lord Francis-Williams' introduction to the Lords also saw Lady Burton of Coventry (centre right) introduced. This ceremony made Parliamentary history, being the first-ever all-female introduction. The Peeresses who sponsored Lady Burton were Lady Wootton and Lady Summerskill

Far right: The sculptor David McFall works in his London studio on his nearly completed statue of the first Earl of Balfour. It will stand in the Houses of Parliament and is to be unveiled on May 9. Arthur James Balfour was Prime Minister from 1902 to 1906 and led the Conservative Party until 1911 when he was succeeded by Bonar Law

LORD FRANCIS-WILLIAMS AND (CENTRE) LADY BURTON. **Right:** THE BALFOUR STATUE

Taking cover under a tarpaulin are Essex county cricketers after they came to the ground of the Old Blue Rugby Football Club at Fairlop, hoping to start practice before the opening of the cricket season. From left are Bill Greensmith, Barry Knight, Brian Taylor (crouching), Ken Preston, and Trevor Bailey

RAIN STOPS ESSEX PRACTICE FOR THE CRICKET SEASON

Far right: Miss Sara Barker, appointed to be the new National Agent of the Labour Party, is congratulated by Mr. Len Williams, the General Secretary, at the Labour Party's headquarters in London. Born in Halifax and fifty-eight years old, Miss Barker is the first woman ever to hold the position of National Agent for the Labour Party. She is in charge of the Party's preparations for the next General Election

LABOUR'S NATIONAL AGENT

THE NEWS IN PICTURES

Food is distributed in the Baluba refugee camp on the outskirts of Elisabethville, the capital of the Congolese province of Katanga. Tunisian soldiers of the U.N. Congo Force supervised the distribution. Thousands of Balubas sought U.N. protection in the camp last summer because of tribal frictions. For the last two months the Congo has been in a state of anxious quiet during the talks in Leopoldville between President Tshombe of Katanga and M. Adoula, Prime Minister of the Central Government. Last week these talks were suspended as M. Adoula was planning to make a tour of provincial capitals. When M. Tshombe tried to leave Leopoldville by plane, fire-engines were driven on to the landing strip. Nigerian U.N. troops surrounded the aircraft as it appeared that Congolese authorities were trying to prevent M. Tshombe's departure. At one point Congolese and U.N. troops were facing each other menacingly at the airport, while Mr. Gardiner, the head of the U.N. Operation, tried to settle matters behind the scenes

THE U.N. DISTRIBUTE FOOD AT THE BALUBA REFUGEE CAMP IN ELISABETHVILLE

General Abboud, President of the Republic of the Sudan, is seen in Bonn with Dr. Lübke, the President of West Germany. General Abboud was on a two-day State visit to the Federal Republic. On arrival he was welcomed by Sudanese students now studying in West Germany

THE PRESIDENT OF THE SUDAN IN BONN

Far right: General Lucius D. Clay is greeted at Tempelhof Airport, West Berlin, by Herr Willy Brandt, the Mayor of West Berlin. The General had arrived from a visit to Washington where it had been announced he was to give up his post as President Kennedy's personal representative in Berlin. He planned to make a farewell stay of several weeks in Berlin

ARRIVAL IN BERLIN TO SAY GOODBYE

The Foreign Ministers of Russia and Yugoslavia walk together at the airport in Belgrade. Mr. Gromyko had just been welcomed by Mr. Popovic to a series of Russian-Yugoslav talks. Later Mr. Gromyko described the opening conversations as "very useful." In some quarters it was believed the Gromyko visit to Belgrade might lead to the restoration of Soviet credits, suspended in 1958 because of the ideological dispute between Russian and Yugoslav Marxism

MR. GROMYKO AND MR. POPOVIC

Far right: Mr. Elvis J. Stahr, Jnr., the U.S. Secretary of the Army, passes the guard of honour at the American base in Seoul in Korea. He paid a three-day visit to Korea recently as part of a tour of U.S. Army installations in the Pacific area

INSPECTING U.S. ARMY UNITS IN KOREA

Queen Juliana and Prince Bernhard with, from left: Princesses Margriet and Irene; Crown Princess Beatrix; Princess Maria (seated)

HEADS OF STATE

This year marks the silver wedding of Queen Juliana of the Netherlands and Prince Bernhard. The anniversary is being officially celebrated at the beginning of next month. Another Head of State to be concerned with weddings is President Bourguiba of Tunis. He was married in the middle of this month.

In Delhi, President Prasad recently administered the oath to Mr. Nehru and his new Cabinet so that they could formally take office. President Kennedy welcomed the Shah of Persia on his State visit to Washington. In a speech the Shah referred to the continual strain and stress he has felt during his twenty-year reign. President Gronchi, when visiting the International Samples Fair in Milan, saw members of the Scots Guards on duty in the British section. In Ghana, the installation of President Nkrumah as Chief of the town of Nsuaem, in succession to his uncle, was a colourful and cheerful ceremony.

The swearing-in of the new Indian Cabinet in Delhi. President Prasad administers the oath to Mr. Nehru, who has been Prime Minister since India became independent in 1947

During their State visit to the U.S.A. the Shah of Persia and Queen Farah are with the President and Mrs. Kennedy in Washington. Behind, in centre, is Mr. Rusk

President Bourguiba marries Madame Ouassila Ben Ammar in Tunis

President Gronchi greets the Scots Guards in Milan

Dr. Nkrumah is chaired after being installed as a Chief

JOHN CONNELL

HARMONY AND DESCANT IN E.E.C.

My beloved old friend, the *Shorter Oxford English Dictionary*, never, repeat, never lets one down. In the quiet before an unseasonably chilly dawn, earlier this wanton, teasing April, I found myself looking up the word " descant." The original use as a term in music was defined thus: " A melodious accompaniment to the *plain song*, sung or played above it." Excellently concise, but not exactly what I wanted. However, " transferred uses: . . . (2) Varied comment on a theme " was promising.

I began to toy with the idea of Mr. Gaitskell's cool descant on the theme, elaborated in so sophisticated a harmony by Mr. Macleod, Mr. Henry Brooke and the Lord Chancellor, of Britain's entry into the Common Market. A little complicated perhaps? But elegant, you will (I hope) concede; and pretty bright for five o'clock on a cold and frosty morning, with every chance of having to go gathering nuts and may. Then in that exquisitely persuasive small type which it employs for enchantments of this order, the S.O.E.D. offered me this example of a transferred use: " With merry descants on a nation's woes (Cowper)."

Could the gentle bard of Olney, the stricken deer who became a fireside pet, really put so sharp a weapon into a political commentator's hands? A grey hint of light crept up over the trees in the square beyond my windows; against the patter of the rain, the bird of dawning (who, to my certain knowledge, had *not* been singing all night long) on a black and budless bough began his own amorous descant; and my heart chirruped as joyfully and as mischievously.

At a dinner given by the Australia Club in London are, from left: Mr. Erroll, President of the Board of Trade; Mr. McEwen, Australian Minister of Trade; Viscount Bruce of Melbourne, and Mr. Duncan Sandys, Commonwealth Relations Secretary. Mr. McEwen was in London for talks about Britain's possible entry into the Common Market

Mr. Iain Macleod on the Common Market (April 14, 1962): " The creation of a vast home market of 250,000,000 people will be a challenge and an opportunity to our farmers and growers, as it will be to our manufacturers. I am certain that the country has the skill and the ingenuity to exploit this challenge and this opportunity."

Mr. Henry Brooke (April 14, 1962): " If Britain joins the Common Market the prospects ahead will be more exciting and rewarding than we yet conceive."

The Viscount Kilmuir (April 14, 1962): " If Britain stays outside the Common Market, our economic growth will be faced with much greater difficulties and much more potent competition—and in that event surely our ability to help the Commonwealth will decline."

It is, I trust, not uncharitable of those among us who want some solid facts about the Common Market to murmur that these observations are the kind of cheer-boys-cheer gobbledegook which Ministers have been churning out month after month, and to compare them to " merry descants on a nation's woes."

It is not, I trust, perverse of Mr. Gaitskell to sing his own, somewhat sterner tune, and to point out that, while it may be inevitable that the negotiations about Britain's entry into the European Economic Community should be secret, there is no excuse for " the fog of confusion, ignorance and uncertainty which surrounds the whole business." Is he being merely irresponsible or opportunist when he argues that the Government ought not to reach a decision on such a grave matter without both the British people and Parliament having first discussed fully the nature of the conditions of our entry and all that they imply? Why has there been this persistent fog, this refusal to lay the issues squarely and honourably before Parliament and the electorate?

I do not often agree with *The Observer*; but I must confess that I wanted to stand up and cheer when I read that newspaper firmly echoing, in its editorial comment, Mr. Gaitskell's plea, and pointing out that it is only because of *The Times's* pertinacity in news-getting that the public and its elected representatives now know most of what Mr. Heath said in his important speech on April 10 to the Ministerial Council of the Western European Union.

What on earth was the motive in withholding information from the Press and public on this theme? Close study of *The Times's* text reveals that Mr. Heath, in 1935 an Organ Scholar of Balliol College, Oxford, came near to striking some major chords, which without doubt would have committed the Government and the country on several important—no, *absolutely vital*—issues. However, he also trilled out a dazzling series of highly conditional arpeggios, which meant, of course, that he could not be held to a single unqualified statement.

Mr. Heath said: " If the European union is going to achieve the great things which we confidently expect of it, then in our view it must be political as well as economic. As members we should want to strengthen its political development." He also declared: " We do not think that at this stage it is wise to try to lay down the exact rhythm of future political developments. We are all politicans and we have to take account of present limitations as well as future possibilities."

Mr. Heath considered, with similar breath-taking lucidity, the question of parliamentary control, to which (he stated, with accuracy, if hardly with enormous emphasis) " we in this country attach a great deal of importance." " As members of the Community we will," he assured the Ministerial Council, " want to see the European Parliament playing an important part. But—" (and here comes the arpeggio) " it is not easy for us to commit ourselves, at this stage and before we have participated in the work of the Assembly, as to what that part should be or as to how it should be accomplished."

Superb as is Mr. Heath's dexterity, I fail to see why he should not be asked in Parliament—not to mention the newspapers and other media of mass-communication—to explain this remarkable oration, to say what he (as the Government's principal negotiator) really meant, and how far—if any distance at all—he has committed this country. Is the phrase " merry descants " too harsh a criticism?

There will be others besides Mr. Gaitskell wanting more information and clarification. And if Mr. Gaitskell succeeds in uniting his Party behind him, has he not got right and his duty as a statesman on his side, and not just obvious party-political expediency, when he asks four specific questions, which are well worth repeating?

They are: (1) Will Britain insist that Commonwealth countries should enjoy the same tariff preferences as the former French colonies?

(2) Are we agreeing to discriminate against manufactured goods imported from the Commonwealth and in favour of manufacturers from Europe? If so, what will happen to manufacturers in India, Ceylon, Pakistan and Hong Kong whose trade is mainly with Britain?

(3) Shall we be obliged to abolish our agricultural subsidies, and if so, how can we protect British agriculture, without high tariffs, against cheap imported foods? Or do we intend freely to import expensive foods from Europe while excluding by tariffs cheap food from the Commonwealth?

(4) Are decisions binding upon Britain to be taken by a Council of Governments on which Britain would have a right of veto? Or are the powers of the House of Commons to be transferred in any respect to an elected European Parliament?

In putting these questions, whose directness after months of dilatory waffle-mongering is as bracing as it is (for the Government) awkward, Mr. Gaitskell recalled that Mr. Macleod, the Chairman of the Conservative Party, has said that the next General Election in Britain will be fought on the Common Market issue. That assertion prompts one more question: will the election be before or after the final decision has been taken? It ought to be inconceivable that any government could attempt to hurry through, without a clear electoral mandate, one of the most vital decisions in our country's history. But is it inconceivable? It seems to me that there are some very sombre variations on this theme of European unity, invented by Dr. Hallstein and brilliantly extemporised upon by Mr. Heath. Mr. Gaitskell's descant may prove inharmonious, but extremely forceful.

Men dressed as porters and bodyguards of the seventeenth-century Tokugawa Shogunate (the "feudal" period of Japanese history) mime and dance in the procession of the *hanamatsuri*, or Flower Festival, on the way to the Gokokuji Temple in the Otsuka district of Tokyo. The Flower Festival is part of the celebration of the Nativity of the Buddha, held each year on April 8 throughout Japan and other Mahayanist (Greater Vehicle) Buddhist countries. Worshippers at the ceremonies sprinkle sweet tea (*ama-cha*) on statues of the infant Buddha which are usually represented with one hand pointing towards heaven and one towards earth. The festival is especially popular with children

CELEBRATING THE BUDDHA'S BIRTH

b

Sir Charles and Lady Snow are welcomed by students of Dundee University. Sir Charles was installed as rector there last week

The new Victoria Air Terminal of British United Airways, to be opened next Monday, is built on stilts over a road inside Victoria station

An interesting glimpse of St. Paul's Cathedral in the new City of London from the Holborn Viaduct. On the left is the Church of St. Sepulchre, and on the right is the new Remington Rand building, completed in 1960

A London Newsletter

13-15, John Adam Street, W.C.2.

GOOD EUROPEANS? Of all the fearful deeds perpetrated by the O.A.S., wearing the cloak of "patriots," the hospital mass-murders to date hold the record in filthy barbarism, and can be compared with Belsen. The organisation is always described as composed of "Europeans," and that label seems to put Europe back to the barbarism of the dark ages. For if in this handful of "Europeans" no revulsion has been voiced against a deed from which the sun hid its face, then indeed the percentage of confessed barbarians among European races, small as it is, is large enough to brand Europe and to justify comparison not very favourably with extremists among primitive races now emerging as partners in world civilisation. The voice of Europe should be heard daily and hourly on the air, dissociating itself from its barbarian minority and branding it with eternal shame. That voice is curiously silent and indifferent to the degradation of the cradle of civilisation, which is too familiar with bloodshed to turn a hair at refinements of bestiality. Before we become "good Europeans," we should have some vocal assurance that Europeans are good.

STATISTICS AND ROAD DEATHS. For many good or bad reasons, the hope that road casualties will be *reduced* in the next few years is pretty dim. The best to be hoped is that they be reduced proportionately to increased traffic. Expert bodies the world over are rightly probing the causes with intense care, and they study international statistics for new light. But statistics are not enough. If statistics prove anything, statistics on the particular subjects of safety belts and dangerous speed prove only that study groups still work in primeval darkness. Take a seven-year-long investigation into car accidents conducted in Sweden by police and medicos. They analysed 2,000 accidents involving 3,500 cars, and their findings upset two more or less accepted sets of premises. Ninety per cent. of these accidents occurred at speeds below 30 m.p.h. and two-thirds of the injuries were suffered below that speed. This contradicts the belief that a speed of 30 m.p.h. or below is a "safe" speed and that safety belts are unnecessary at such speeds. Where do we go from there? A few, perhaps premature, sets of statistics have already suggested that safety belts may cause more serious injuries than they avert. Will motorists not yet converted to body belts, those who habitually amble along the roads, now rush to buy them? Will Mr. Marples ban driving on all roads at a slower speed than 50 m.p.h.? Or will they, and he, hold their hands until they can study another few sets of vital statistics?

LIBERAL POLICY. The Liberals are accused by their worried rivals for power of offering an indeterminate policy. From time to time they specify some of the lines of it, and hitherto perhaps have stressed what they will do without the chapter and verse of how they will do it, if and when returned to power. One such item is co-ownership and inducing companies to give shares to their employees. I see sense and attraction in the argument that this is the only way of solving the present bitterness between boss and worker. The Tories and the Socialists are the accepted "champions" of each group, and unless the Liberals can "restore co-operation and harmony in industrial relations, Britain will sink lower and lower." Many a voter not directly or closely aligned with "bosses" and "workers" is today probably in sympathy with that argument. But have the Liberals patented it? You can patent a new mouse-trap and prevent others from stealing your idea. But, so far as I know, you cannot patent a political policy. There is nothing to prevent Tories or Socialists, when pre-election fever forces them to re-dress their shop windows, from putting co-ownership and share division under the limelight in their windows, and it would not surprise me if one or other of them did so. That suggests that perhaps the Liberals are wise in remaining vague and in withholding from public and party gaze the blueprint which shows exactly how that particular mousetrap (and other inventions) works. No doubt, it is a humane trap and may well do good business. But there's a lot to be said for not putting ideas into your rivals' heads.

Work continues on the traffic modernisation at London's Hyde Park Corner. In the foreground is the underpass. Beyond are the three arches of the Decimus Burton screen, which will be barred to traffic. Next to these is Apsley House. In the distance is the Hilton Hotel, in course of erection

ELDEST SONS. The "study groupers" recently discovered that first-born children do best at school. Considering the importance now attached to education, it follows, I suppose, that the best scholars (the first-born) reach the highest success in their careers. There are, of course, some "exceptions" which the modern experts will declare "prove their rule." Shakespeare, Francis Bacon, the younger Pitt, Gladstone (to select at haphazard from British worthies) . . . but what are these among so many? And what liars are now proved all those V.I.P.s who at prize-givings still confess that they never did a stroke of work at school and learned nothing there. But no doubt this discovery of 1962 is but a rediscovered truth. How else to account for our House of Lords and the Government's obstinate determination to maintain the heredity principle in the teeth of its insistence on democracy and equality? Where must one insist on intellectual ability if not in the Upper House of the Mother of Parliaments?

THE RIDDLE OF THE DIARIES. Dr. Rowse's latest book on Ralegh, which relies on the diaries of Arthur Throckmorton, Lady Ralegh's brother, which were found in Canterbury six years ago, has evoked a riddle concerning where and by whom the diaries were found. Neither Dr. Rowse nor Dr. Urry, cathedral archivist, have thrown very clear light on the provenance of the diaries to date. But Dr. Urry is clear that the diaries formed part of the Hales family papers. The Hales long owned Bekesbourne in Kent and lived at Dane Court, near Canterbury, the last owner dying in 1870. The family provided M.P.s for Dover. This information interested me since one of the co-heiresses of Sir Thomas Pym-Hales (fourth baronet, died 1773) was my great-grandmother, Mrs. William Gore. The family descended maternally from John Pym (Charles I's doughty opponent), and we still possess some of the Hales silver plate by Paul Lamerie, many of their books, and one of the few authentic portraits of Pym. It is a "long shot" and a slender clue as to why the Hales, of Kent and of Brymmore, Somerset, should own papers connected with Ralegh, but I note that the Pyms quartered in their coat the arms of the family of Gilbert. Ralegh's mother was formerly Lady Gilbert of Compton Castle, Torquay, and Humphrey Gilbert was Ralegh's step-brother. If the "quartered" Gilberts on Pym's coat are these Gilberts of Compton Castle, a slender thread links these Throckmorton diaries with the Pyms and thence with the Hales family who certainly inherited other Pym possessions.

JAZZ AND GEORGIAN. Richard (Beau) Nash may well turn in his grave in Bath Abbey on July 15 when the Bath Festival reaches its height by Avon's bank with an eighteenth-century Venetian masque, with two-score gondolas carrying cloaked and masked passengers, including Princess Margaret and Lord Snowdon. Then will be re-enacted "the marriage of the sea," and eighteenth-century music, including Handel's water music, will compete with modern jazz to enact the marriage of the eighteenth and twentieth centuries. Another feature is to be a "night of jazz" in Cheddar caves, and many a Bath hostess plans jazz parties. The marriage of the centuries is likely to be the wedding of the year, the old bridegroom and the young bride exchanging their vows and becoming joined together in holy matrimony, symphony and cacophony, are sure to evoke widespread excitement. Let us hope that the jazz will prevail. Otherwise the vengeance of the jazz-fans may mar the harmony of the ceremonies. And I should add that chamber concerts in the intimate atmosphere of Bath's charming guildhall are a welcome reminder of the style and grace of the eighteenth century. Perhaps the Beau's shade may welcome the festival. He himself devised, and successfully carried out, many a modern stunt to put Bath on the map.

THE OLD STAGER

Stella (Diana Wynyard) as an old woman tells Sam (Peter Ustinov) he is a silly old man

ENTERTAINMENT

PHOTO FINISH

at the Saville Theatre

Peter Ustinov's eagerly-awaited play, in which he himself plays the leading role, presents that characteristic blend of satirical wit and a willingness to experiment with the resources of the theatre. It has a complicated scheme. Briefly, it is the story of eighty-year-old Sam Kinsdale (Peter Ustinov) who, while writing his autobiography, looks back on his life. He meets himself again at varying ages, and his father and mother. At twenty, Sam is a winner of the marathon, at forty a serious author with marriage problems, at sixty a successful lowbrow author, and at eighty a crippled old man in a wheel-chair. His wife, at ages from twenty to eighty, is played throughout by Diana Wynyard, in a bravura performance.

Photographs by Tom Hustler

Sam at 60 (Wensley Pithey) gives his girl friend Clarice (Amanda Grinling) a necklace

Sam's father (Paul Rogers) and mother (Joan Henley) interview the young Sam (Edward Hardwicke) and his fiancée Stella (Diana Wynyard)

Sam with his son Tommy (Edward Hardwicke) and Alice (Rachel Herbert)

Sam, middle-aged (Robert Brown), tries to patch up his marriage with Stella, who has let herself go to pieces

Sam is told by his father, Reginald Kinsdale, and mother, that the child he is looking at is himself and is horrified at the thought of the life ahead of the child

Sam, aged eighty (Peter Ustinov), looks back on his life

As a young man Sam finds his father trying to seduce his secretary Ada (Amanda Grinling)

Sam Kinsdale sums up his life with the assistance of his own selves at various ages. From left are Robert Brown, Peter Ustinov, Edward Hardwicke and Wensley Pithey

THE VOICE OF THE COMMON

Cutting the sides of the top section of the spillway of the Matahina Dam project in North Island, New Zealand. This £8,000,000 project should be completed in 1967

NEW ZEALAND

Power possibilities in North Island

The decision to place a hydro-electric station under construction in "mothballs" has reduced the number of new stations being built in New Zealand's North Island to two.

New Zealanders use electricity freely, and their rate of domestic consumption is said to be the highest in the world. However, because of an ample water supply, it is possible to generate electricity cheaply. Much of New Zealand's high standard of living is, in fact, due to an inexpensive supply of power. More than 90 per cent. of this comes from water.

In post-war years the more populous and industrialised North Island, where two-thirds of the people live, has called for more attention in the harnessing of new power supplies. In the immediate post-war period increasing domestic use and an enlarged demand from developing industries even forced such unpalatable measures, at times of peak demand, as lighting blackouts at night and powerless periods during the day. In the South Island, where there is an inverse ratio of plentitude of water to thinness of population, these difficulties were solved much more quickly than in the North. It was apparent that the South Island had the potential for producing far more electricity than it could possibly use in the foreseeable future.

The decision was made last year to take surplus power from the South to the still demanding North by means of a cable under Cook Strait, which divides the islands. In arriving at it, a hard look was taken at the future of the development of northern hydro-stations. Plans for these had largely centred round two areas—the Waikato, New Zealand's longest river, which was to have a total of nine stations, which would bring its potential to full development, and Lake Waikaremoana, with three stations. The intriguing geo-thermal project at Wairakei, power production from which is being developed in stages, has spectacle to enable it to catch the public imagination much more even than the hydro schemes, which become tourist attractions in their own right. But power from geo-thermal steam can still be regarded as only a supplementary source.

Work started in 1960 on the construction of a 78-MW. station at Matahina, on the Rangitaiki River, in the Bay of Plenty—the first

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Sir Alexander Bustamante, 78-year-old leader of the Jamaica Labour Party, places his vote in the ballot box during the last general election in Jamaica before independence. In the election Sir Alexander defeated his cousin, Mr. Norman Manley, 68, who had been Prime Minister of Jamaica since 1955. The J.L.P. won 26 seats to the 19 seats of Mr. Manley's People's National Party. In the previous parliament the P.N.P. had 27 seats, the J.L.P. had 15, and there were three independents; Sir Alexander was Prime Minister from 1944 to 1955. Jamaica becomes independent on August 6 this year

Members of staff of the Holy Child School at Cape Coast in Ghana are introduced to the British High Commissioner in Ghana, Sir Geoffrey de Freitas, and to Lady de Freitas, by the headmistress. Cape Coast is on the coast to the east of Takoradi

break from the accustomed sources of supply of power from water in the North Island. This scheme is estimated to cost about £8,000,000. Larger stations were under construction to complete the harnessing of the Waikato—a duplicate station at Maraetai—to double the capacity of the first 180-MW. project there, and a 90-MW. station at Aratiatia.

The decision on Cook Strait was followed closely by the announcement that the second Maraetai station would not be needed for very many years. It was designed, in any case, to provide only peak power and not any extra units of energy. The decision to taper off work there so as to leave the construction which had been achieved in a state from which further work could be started in the future, if necessary, meant some gain for Matahina. To it the generating equipment and electrical plant originally intended for Maraetai has been diverted. This equipment will serve a very useful purpose in the new location.

Other possible sites for hydro-electric stations in the North Island have been investigated, but at the moment Matahina, scheduled for completion in 1967, is the last of those for which a commitment has been made. Not only may the results of transporting surplus southern power be awaited before future undertakings are decided; the recent discovery of large natural gas deposits in the North Island have indicated a source of future energy which is being examined.

The Right Rev. R. Richards, Bishop of Bendigo, holds the verger's wand which he is to present to Coventry Cathedral

Mr. Macdonald, High Commissioner for New Zealand, after opening the first International Refrigeration Fair at Olympia

INDIA

The election analysed and Mr. Nehru's new cabinet

The third general election in the history of the republic was held between February 16 and 25. The results were completed (except for five Lok Sabha constituencies in the hilly areas, and various territorial assembly constituencies) by March 15. These results have now been fully broken down and analysed. With the total population of India at 438,000,000 (by last year's estimates) the total electorate was 216,000,000. The amount of valid votes polled was 113,000,000, a percentage of 53·7 of the total electorate. This compares to a percentage of 46·6 in 1957 and of 45·7 in 1952.

The Congress Party has maintained its dominance with 353 of the 494 Lok Sabha seats, as opposed to 371 in 1957. It polled 51,250,000 votes, 45 per cent. of the total. The Communists gained two seats and the recently formed Swatantra Party achieved eighteen. The Praja Socialists declined from nineteen to twelve, and the Jan Sangh put their numbers up from four to fourteen. Congress is the oldest political organization, founded in 1885 as the Indian National Congress. It was the principal agent in achieving Indian independence, and has been the governing political party ever since. The Communists were founded in the early 1920's, and the Praja Socialists were formed by left-wing dissidents from Congress in 1952. Jan Sangh is a right-wing Hindu nationalist grouping founded in 1951, and the Swatantra Party hived off from the right of Congress in 1959.

In the second week of April the President, Rajendra Prasad, on the advice of Prime Minister Jawaharlal Nehru, appointed six cabinet ministers and six ministers of state, including Mr. Desai, who remained in the Finance Ministry, and Mr. Krishna Menon, who continued as Minister of Defence. A Ministry of Steel and Heavy Industry was created and a junior minister was assigned to International Trade, which post includes the promotion of exports. New ministers included a woman, Dr. Sushila Nayyar, as Minister of Health (without cabinet rank). One feature of the election was the increase in the amount of women elected to the Lok Sabha, from twenty-eight to thirty-four. In the first Lok Sabha, elected in 1952, there were only nineteen.

Pretty Pakistani models give waves of greeting on arrival at London Airport. They were in London last week for a dress show at the Savoy Hotel staged by the Pakistan International Airlines. The show depicted the history of women's dress in Pakistan

WATER FOR THE JORDAN VALLEY

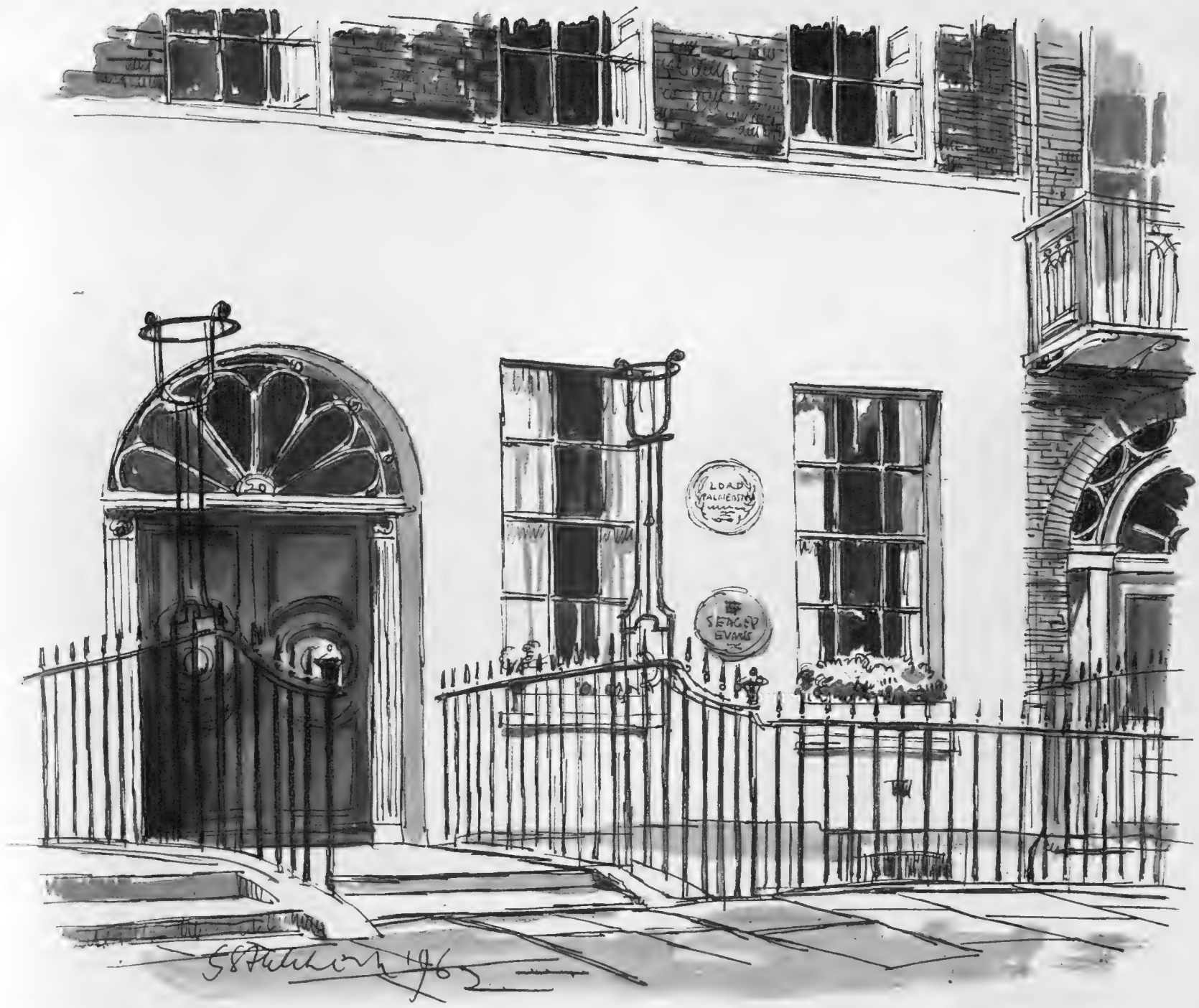
The river Yarmouk, a tributary of the Jordan, flows along the borders of Jordan, Israel and Syria. Under a new irrigation project, water from the Yarmouk is being used to increase the fertility of the rich lands of the Jordan Valley. The scheme known as the East Ghor Canal project, is being financed by the Jordanian Government, with aid from the U.S. It starts with a 900-yard-long tunnel connecting the Yarmouk with a V-shaped main canal, fourteen miles long. From this canal, numerous branch canals carry the water to the surrounding land.

Last winter the first stage of the project was inaugurated, and 1,500 acres of land were irrigated. Work is going ahead at such a rate that each month another 750 acres are added. When the entire project is completed, possibly by 1964, a total of 17,500 acres will come under the scheme. In the past the Jordan Valley has yielded only one harvest a year under 7 ins. of annual rainfall and is subject to drought. Now it is expected that the land will produce two or three harvests a year. The East Ghor Canal Authority manages the disposal of the plots of land to the Arab farmers and provides up-to-date information about improved seeds, fertilizers and marketing methods.

In this view of the new irrigation project in the north of Jordan, the irrigation canal and Jordanian territory are on the left and the river Yarmouk and Israel on the right

A Jordanian soldier looks across the river Yarmouk towards Syrian territory. **Right:** Another Jordanian soldier stands guard at the new East Ghor canal diverting part of the waters of the Yarmouk

King Hussein of Jordan hands over a title deed to a farmer



The exterior of No. 20, Queen Anne's Gate, with the plaque on the wall commemorating Lord Palmerston's birth

The Sample Room. On the left is an early nineteenth-century copper spirit measure

A HOUSE IN WESTMINSTER

Drawings by Geoffrey S. Fletcher

On the exterior of the front of No. 20, Queen Anne's Gate, in London, a plaque records that Lord Palmerston was born there in 1784. It is no surprise to learn that this is the birthplace of a great British Prime Minister. The eighteenth-century houses in this street retain their atmosphere of close association with the politics of times past, in spite of any changes which may have come to their circumstances today.

No. 20, Queen Anne's Gate, which was built in 1778, is now the West End office of Seager Evans and Co. Ltd., distillers of gin and Scotch whisky and wine and spirit merchants. They took occupation in 1935, but can rightly claim a much longer connection with Westminster because from 1821 to 1921 their gin distillery was in Horseferry Road, Millbank. The firm was founded in 1805 by James Lys Seager and William Evans.

In 1839-40, William Evans was Sheriff of London and Middlesex and as holder of this office became involved in the celebrated law case of Stockdale v. Hansard. The latter, publisher of the records of Parliamentary debates, was sued for a libel in one of his reports and heavy damages were awarded against him. Since he was encouraged by M.P.s to

(*Continued on page 143*)

A HOUSE IN WESTMINSTER

The entrance hall. Behind the banisters is an example of early nineteenth-century lower-deck needlework, sewn by sailors during long voyages

The chairman and managing director's room. On the wall is a portrait of William Evans, who played a vitally significant part in the evolution of English liberty

The private dining-room of No. 20, Queen Anne's Gate has a ceiling in the style of Angelica Kauffman and windows overlooking St. James's Park. **Below right:** The Captain's Cabin. Nelson's father's desk is beyond the table

(*Continued from page 141*)

believe he had legal immunity regarding the publication of their proceedings, he took no steps to pay the damages. In fact, there was legal and constitutional confusion about this immunity, but Evans as Sheriff had to order distraint on Hansard's property.

A direct conflict with the House of Commons was now aroused. Evans was ordered to appear at the Bar of the House and was voted into the custody of the Serjeant-at-Arms. He remained a prisoner in the Houses of Parliament for about two months. But the final result was that Parliament did pass a law giving complete privilege to Parliamentary reports. Evans, in doing his duty as Sheriff, had helped to gain one more cherished British freedom. His portrait has a prominent place behind the desk of Mr. John Mackie, the chairman and managing director of Seager Evans, in his room on the first floor of No. 20.

Mention should also be made of another great character in the history of the firm, though his contribution is concerned exclusively with distilling. " Long John " Macdonald, described by some as the tallest man ever seen, distilled whisky near Fort William, in Scotland, 140 years ago. His name is perpetuated in the Long John whisky distilled by Seager Evans.

When 20, Queen Anne's Gate was a private residence, the chairman's room was almost certainly the library. Across the landing is another fine apartment, the private dining-room, which must have been the drawing-room. One passes some examples of interesting early nineteenth-century " lower-deck needlework " designs, which sailors sewed to while away their long hours at sea. Downstairs in the basement is the Captain's Cabin, a replica of Nelson's cabin in *Victory*. Seager Evans were founded in the year of Trafalgar. The cabin has several relics of Nelson, and behind the " porthole " is a painting by Norman Wilkinson of warships in line. Next to the Cabin is the Sample Room, where letters from Charles Dickens ordering gin and cheques in payment thereof can be seen.

No. 20, Queen Anne's Gate keeps an air which would have been familiar to the great Palmerston. Just as his name was respected throughout the world, so today the occupiers in their own way enjoy a world-wide reputation.

BRIAN VESEY-FITZGERALD

DO DOGS LIKE QUARANTINE?

On the day on which it was announced in the Press that the Canine Defence League had launched a campaign to end Britain's "cruel" quarantine regulations for dogs (no mention of cats, by the way, though they are subject to the same regulations) I went round Britain's largest quarantine kennels: those at Hackbridge, near Croydon, which are owned and managed by Spratt's Patent Limited. I do not usually time these things so well.

But I have to admit that I had no idea that such a campaign was to be launched. I went to Hackbridge because I get so many letters inquiring about our quarantine laws and questioning their necessity. Many are from *Sphere* readers about to return from overseas anxious to bring their pets with them. Most of them also want to know what quarantine kennels are like. I went because I had no personal experience of quarantine kennels: not because I disapprove of the quarantine regulations.

Rabies is a specific contagious disease of the dog, but all domesticated animals and some wild ones (the fox, for example) may become affected; and also Man. It occurs in every continent except Australia, where there are stringent quarantine regulations, and it is an important disease from the human point of view. A person bitten by a rabid dog is very liable to contract hydrophobia and, if not treated vigorously and quickly, will almost certainly die. In the past two years, in countries throughout the world, 153 people are known to have died of hydrophobia, despite early treatment, and many more have become paralysed. In the British Isles rabies has been stamped out by legislative measures which enforce a quarantine period of six months on every dog imported from abroad and which control the freedom of dogs in public during an outbreak.

We were free of the disease from 1902 to 1918, but in that year an infected dog was smuggled in and the disease obtained a fresh hold. It took more than three years to stamp it out again. We have been free since then, due solely to the strictness of our quarantine laws. Cases of rabies do occur inside quarantine kennels every year. For some reason it is impossible to get figures from the Ministry, though one would have thought the publication of such figures would have helped.

Far from disapproving of the laws, I approve wholeheartedly. Not everyone does. Those who do not may be divided into two broad classes: those who consider that the quarantine period is too long and those who believe that it is wholly out of date and that we should rely on vaccines.

The six months quarantine period is certainly not too long. The normal incubation period in dogs is from fifteen to sixty days. In Man it may be anything from nine days to two years. However, there is a British case of a dog developing rabies *seven* months after being bitten by a rabid animal. That dog was, fortunately, still in the quarantine kennels because its owner had not been able to collect it at six months. According to Black's Veterinary Dictionary, cases of rabies abroad have been known to develop in dogs eighteen months after the bite. A good deal seems to depend upon the situation of the bite. It is these known and undisputed facts which account for the length of our quarantine period. As to vaccines, it is true that many countries now use vaccines and have no quarantine period at all. But it is also true that rabies occurs in those countries. Cases of rabies occur every year in the United States, for example, and sometimes prove difficult to control. Vaccination is not 100 per cent. effective and does not, in any case, give immunity for life: not for longer than twelve months. It would be a calamity of the first magnitude if our quarantine regulations were relaxed in any measure.

But let us return to that word "cruel." It is, now, said to be cruel to put a dog that has never been behind bars into a kennel for six months. Well, what is a quarantine kennel like? I can, of course, speak only of one. But that one, truly, astonished me. It was, on a very wet day, so clean, so tidy—and so happy. There is no other word to fit the atmosphere that permeated the whole place.

About 900 dogs and 200 cats pass through Hackbridge each year. On the day of my visit the resident population was 400 dogs and 100 cats. Both are kept in long houses on each side of a central passageway, and are looked after by a staff of forty-seven. The "kennels" along the central passageway are large and airy and there are exercise-yards for the dogs. Each has, of course, to be exercised separately. Each cat has its own little outdoor yard into which it can go whenever it pleases. The cat "kennels" are unbelievably luxurious: fitted carpets, cushions, hot-water bottles (the houses are also centrally-heated), toys; the lot. I have never seen more contented cats. And the dogs certainly did not look unhappy: there was nothing cowed or cringing about them, and tails wagged furiously.

There is an idea that dogs, removed from their owners, may refuse food and pine away. Here are the facts. Each day at Hackbridge 11¼ cwt. fresh meat, 2¼ cwt. biscuit, 9 st. fresh fish, 40 lb. tinned meat, 40 lb. tinned fish and 14 pints fresh milk are distributed. Of this there is left over, at the end of a fortnight, one dustbin full! Dogs and cats do not refuse their food. Moreover, in addition to regular veterinary examination (and the Ministry vets also make frequent unannounced inspections), every dog is weighed weekly. Almost without exception dogs leave Hackbridge fitter, and weighing more, than when they were admitted. This would certainly not be the case if they were unhappy. And some of them do not want to leave when the time comes.

Each house has its permanent staff of kennel-maids, so that the dogs are not continually handled by strangers and soon get to know their attendants. The simple, if unpalatable, truth is that the dogs settle down very quickly, usually within a couple of days, and adopt this as their home. They do not, of course, forget their owners, but they miss their owners much less than their owners miss them.

They often form deep attachments for their kennel-maids. The secret lies with the management and staff. Working in a big kennels is not so much a job as a vocation. The pay matches fairly well that paid in industry—a senior kennel-maid draws £12 a week or so, but the hours are long, and include some weekends, and the work is much harder than in industry. Four hundred dogs take a lot of feeding and cleaning and exercising, a deal of hard physical work. No one who has not a deep and abiding interest in, and love of animals goes into this sort of work. And you see this love and interest reflected in the dogs. I came away with the firm impression that dogs like quarantine. It is the owners who do not.

Hartlebury Castle, former seat of the Bishops of Worcester for over 1,000 years, is reflected in its tranquil moat. It has plenty of historical associations, with such figures as Simon de Montfort and Bishop Latimer, and was used as a prison in the Cromwellian period. The castle is to be opened to the public this year from May 13 for the first time in its history. Guides will take parties round, an art exhibition will be held, and there will be flower displays and home-made teas

An interesting new dinghy, *Fireball*, which has a total stripped weight of only 170 lb.

Bloodhound, now owned by the Queen and Prince Philip, sets out for the Fastnet Race in 1959

GABOR DENES

YACHTING

The purchase by the Queen and Prince Philip of *Bloodhound*, one of the best-known ocean racing yachts of the last three decades, from Myles Wyatt, the Admiral of the R.O.R.C., recently, was very welcome news. We were sorry to see the departure of *Bluebottle* from the forefront of Dragon racing, for she has been relegated to the Britannia R.N. College, Dartmouth, and it is unlikely that she could keep her place among the leaders of the class. In a competitive class as the Dragons, with new boats emerging all the time, age is bound to tell and her successful performance up to last season has been remarkable.

The acquisition of *Bloodhound* by the Royal Family is bound to mean that Prince Philip, who is not only a keen but very good helmsman, will be able to enjoy more time at the helm of his own craft than the ownership of a Dragon and a flying fifteen could offer. Incidentally, he will still have a fast craft for round-the-buoys racing, for a successor to *Coweslip* is being built and expected to be ready for this season. How *Bloodhound* is to be used is not yet very clear. I cannot imagine that she would have been chosen if purely ocean racing had been the object, for there are newer and faster craft in the ocean racing fleet. On the other hand she is ideal for fast cruising and occasional racing with the participation of friends.

The time in which the Royal Family will be able to enjoy sailing in *Bloodhound* is, of necessity, limited, and I understand that her sailing master (who is Lieut.-Commander R. M. Jones, R.N.) will plan cruises to various yachting centres and inform local yacht clubs of his programme. It is hoped that yacht club members will borrow her and sail her in local races or take her cruising. There will also be opportunities for yachtsmen to act as crew in her during passage from one centre to another.

Bloodhound is being refitted at present at her builders' yard at Gosport, and minor alterations are being made to her rig, and also to her accommodation. There are to be two single cabins in addition to the sleeping berths, and she should be able to sleep five or six in addition to her permanent crew of two or three; she is also being fitted with a new auxiliary engine. Her commissioning is not expected to take place much before Cowes Week, and after that event she is to be taken to Torbay, and later to the Clyde, but detailed plans are not yet known.

New dinghies are being designed all the time, and often one wonders if there are not too many different designs already. *Fireball*, the latest arrival, however, has definitely much to offer. Her designer, Peter Milne, was determined to create a new boat with a very high performance, at very low cost and almost absurdly simple construction. What he set out to do, in fact, is to produce a design for a dinghy that sails like an International 14 or a 505 and yet costs only half the money, and, judging by the performance of the prototype, it appears that he has achieved just that. Her planing ability and acceleration meet the highest expectation, her construction needs no mould and is simple to the extreme and, furthermore, her total, stripped weight is only 170 lb. Her dimensions are: L.O.A. 16 ft. 2 ins., L.W.L. 13 ft. 3 ins., beam 4 ft. 6 ins., and her draft 6½ ins., and 4 ft. with the plate down; sail area 123 sq. ft.

The designer had amateur construction in mind, but two good builders are offering to build her, one of whom quotes £188 for the complete boat without sails, which cost about £32 extra. I am told that the amateur could build the complete craft for about £125.

The Vickers VC 10, the largest jet airliner to be built in Britain, is rolled out of its hangar at the Weybridge works on its public debut

The Bristol Type 188 stainless steel 2,000-m.p.h. research aircraft before its maiden flight

Two major British aircraft recently made their debuts, giving the public a foretaste of what civil flying will be like in the future. The Vickers VC 10 was seen briefly when it was rolled out of its hangar at the Weybridge works of Vickers-Armstrongs (Aircraft) Limited so that it could be turned round to re-enter the hangar and start resonance and other intensive pre-flight tests. The giant airliner, the first ever to have all four of its engines mounted at the rear of the fuselage, may make its first flight by the end of May. Already two more VC 10's are well advanced on the production line, scheduled for B.O.A.C. Well over 150 ft. long, the VC 10 is designed to carry 150 passengers at speeds up to 600 m.p.h. over flights exceeding 4,000 miles.

After years of frustrating delays, the remarkable Bristol Type 188 recently made its maiden flight, a modest hop from the Bristol works at Filton to Boscombe Down. Piloted by Mr. Godfrey Auty, Bristol's chief test pilot, the aircraft flew at an average speed of 380 m.p.h. The 188 was designed as a tool to investigate flight problems at speeds beyond 1,300 m.p.h. (Mach 2·2). Although the Defence White Paper of 1957 altered British military needs, work on the 188 was continued in order to obtain information about flight conditions at high speeds, especially in relation to the proposed Anglo-French supersonic airliner. The Bristol 188 is constructed out of stainless steel, using new techniques of welding, in order to withstand the heat generated by friction at very high speeds. A complex mass of equipment on board includes refrigeration for pilot and some of the instruments. The 188 is powered by two de Havilland Gyron Junior turbojet engines with reheat. It is due to remain at Boscombe Down for about a month while the pilot becomes accustomed to its handling.

A front view of the VC 10 shows the airliner's graceful lines and gives an idea of the size of the aircraft which weighs 150 tons fully loaded

NEXT STEPS IN THE AIR

A close-up of two of the Rolls-Royce Conway engines of the VC 10

From the rear can be seen the high-mounted tailplane out of the way of the four engines

The Bristol Type 188 streams a braking parachute as it lands at the Ministry of Aviation research airfield at Boscombe Down, Wiltshire, after its maiden flight

TRAVEL

DISCOVERING CEYLON

By **GORDON COOPER**

I made an exciting discovery recently, when I visited Ceylon, perhaps the loveliest of all tropical islands. I would, without hesitation, recommend it to any reader seeking a perfect winter sunshine climate. It offers almost everything that a visitor could demand: palm-fringed, golden beaches, invigorating hill stations, an alluring countryside, and the splendours of architectural treasures—forgotten cities rising from the jungle—which echo the splendours of long centuries past. In addition, there is comfortable hotel and rest-house accommodation, and the National Parks provide a wonderful display of wild animals.

It is true, of course, that the cost of travelling to Ceylon is considerable: by B.O.A.C. Comet the return fare is £426 first-class, £277 economy class. The time taken in the air (one-way) is less than 18 hours. But prices for accommodation on the island are most reasonable, so that the total cost compares very favourably with that of a holiday, say in the West Indies. And, incidentally, B.O.A.C. do things in style, and also allow you to make breaks on your trip, say at Beirut or Bombay (with an extension to Madras and then on to Colombo without extra charge). I am not passing any arguable comment when I state that our international airline is second to none in the world.

Whether you come to Ceylon by sea or air, Colombo, the capital, provides considerable fascination by its intriguing blend of the old and the new. The internationally famous Galle Face Hotel, facing on to the Green, with the sea on one side, and having some air-conditioned rooms, provides first-class accommodation. It is the only hotel I have encountered where guests are given a printed warning "Beware of Crows"—birds which fly in through open windows and are attracted by loose jewellery.

Several miles outside the city is the Mount Lavinia Hotel, which offers good facilities for bathing. In Colombo itself, I was chiefly attracted by the gem firm of Macan Markar, where I held in my hand four stones with a collective value of £110,000; the most valuable of these was the largest blue sapphire in the world, estimated to be worth £60,000. The National Museum, too, with its relics of Ceylon's storied past, well merits a visit, and there is a pleasant zoo.

Outside the capital there are few hotels except in such main centres as Kandy, Galle, Nuwara Eliya and Trincomalee. But there is a network of Government and locally-administered inns, called Resthouses. Those that come direct under the Government Tourist Bureau are especially attractive and well-run. For a holiday beside the sea I would especially commend the Resthouse at Hikkaduwa on the south coast. From my bedroom (with private verandah) I was able to reach the tepid-warm sea in a moment; nearby there are lovely underwater coral gardens. Another beach I liked very much is the three-mile-long one at Hambantota. Here there is a pleasantly-situated Resthouse beside the sea, but I lodged instead in a bungalow (all mod. cons.) which belongs to a local travel agency (Custom Tours of Ceylon, Bristol Hotel, Colombo, 1) that has similar accommodation elsewhere on the island to offer. Everything is arranged for you, and prices are reasonable; recommended for those wanting a happy and independent holiday.

Between Hikkaduwa and Hambantota is Galle, once the principal port of Ceylon. Here the ramparts of the Old Dutch Fort, a seventeenth-century church and some quaint old streets waft you back to the early days of colonisation. A superb road, set amid tropical scenery, runs along this southern coast—a scenic joy in itself; and if you should chance on a band of hideously masked men it simply indicates that they are engaged on driving out some trouble (such as illness) from their village to the next. Then, east of Hambantota is the Yala National Park where wild animals—bear, elephant, leopard, elk, wild boar—roam utterly heedless of the presence of men. Two camp bungalows are available for visitors, while there is a pleasant nearby Resthouse at Tissamaharana.

Two other pleasant seaside resorts in Ceylon are Negombo (Resthouse), 25 miles north of Colombo and close to the airport, and Trincomalee (Welcome Hotel), with one of the finest natural harbours in the world, and an excellent sailing centre.

Two charming hill stations are Nuwara Eliya (6,240 ft.), where there is a first-class golf links, tennis, trout fishing and pleasant walks, and Bandarawela. Both places have invigorating air and good hotels, while at the former Custom Tours have a desirable bungalow to let.

One of the most picturesque spots in the Commonwealth must be Kandy, home of the kings of Kandy and here there is the famous Temple of the Tooth—a precious relic of Gautama Buddha. Although visitors cannot see the actual tooth itself, there is a replica in the Museum of Colombo; it resembles the tooth of a crocodile rather than that of a man. The magnificent Botanical Gardens of Peradeniya, the new Ceylon University, and the gem-like lake are other attractions in Kandy.

Until I came to Ceylon, I am ashamed to say such names as Anuradhapura, Poonnaruwa and Sigiriya meant little to me. Yet these three "lost cities" are an amazing revelation. The magnificence of these places in their heyday, centuries ago, seems almost mythical. Anuradhapura, for instance, was 16 miles long and 16 miles wide, with a population nearly as big as that of London today. Here, too, is the famous Bo-tree, created from a sapling of the tree under which the Buddhist Lord found enlightenment. There are the remains of the Brazen Palace, said to have contained 1,000 rooms and to have stood nine storeys high.

Polonnaruwa (a delightful Resthouse, beside a lake) is considered to be the most interesting of the ruined cities. It succeeded Anuradhapura as the seat of the old Sinhalese kings, and it contains many fine monuments. But the most striking spectacle of all is that of Sigiriya, a rock fortress standing on the summit of a gigantic mass of granite rising out of the jungle to a height of 400 ft. The local Resthouse specialises in jungle food, while the chef's rum omelette is deservedly famous. The mosquitoes, however, are rather troublesome. But there is so much to write about these "lost cities" that I hope at some future date to give them a more detailed account.

For further information apply to the High Commissioner for Ceylon, 13, Hyde Park Gardens, W.2. In addition to Custom Tours, another specialist travel agency is Ceylon and Overseas Travels, the London representative being Boswell and Johnson Travel Service, 119, Oxford Street, W.1.

Outrigger canoes gather near the beach at Negombo, a pleasant seaside resort 25 miles north of Colombo

An elephant carries the Casket of the Sacred Tooth, a relic of Gautama Buddha, in a procession in Kandy

The Temple at Kelaniya, said to have been visited by the Buddha in the sixth century B.C.

AFRICAN FLIGHT

Gordon Cooper looks back to thirty years ago

Thirty years ago, on April 27, 1932, the first passenger air service between London and the Cape was inaugurated by Imperial Airways, the forerunners of B.O.A.C. Today, of course, this link runs swiftly, comfortably and punctually, but in those early days conditions were very different, and travellers suffered various tribulations and mishaps—mishaps which were usually different on each flight.

As can be imagined, a lot of spadework had to be carried out before the service could be started, and the inaugural trip was delayed several times. I had hoped to be one of the passengers on the initial journey, but the postponements made this impossible. However, a month or two later I booked a return ticket from Bulawayo to London. The two journeys I made—about 12,000 miles in all—form an historic memory, as well as an interesting commentary on the travel developments which have since taken place.

Not even the wildest flying enthusiast could have described those early voyages as "joy-trips." Imperial Airways issued a time-table—a schedule of optimistic intentions—but their main and laudable aim was to complete each flight as nearly as possible on time. To attain this end the passengers had to endure some harrowing experiences. I know this was the case on both my trips. The passengers, in fact, must have felt much as the Pilgrim Fathers did when they reached America.

In 1932 the journey from Bulawayo to London was scheduled to take about twelve days. This was an average of only 500 miles a day, but, rather necessarily, it allowed for "incidents" occurring en route. As conditions improved, this time was reduced until the trip took only five days. The fare, however, remained the same—about £230 in my own case for the return ticket. There was a free luggage allowance of 22 lb, but if you were lucky enough to be a lightweight—I wasn't—then you got an extra concession for baggage. I remember buying a *papier-mâché* suitcase weighing only 1¼ lb in Bulawayo; by the time I reached Croydon, the then terminal, it was just waste paper. Also, before mounting the aircraft, I encased myself with as much clothing as I could, and filled the pockets of my jacket and overcoat with odds and ends in order to overcome this weight problem. In the tropical heat of Rhodesia I felt most uncomfortable, but at the first night's halt was able to pack some of the surplus in my bag.

We had five changes of aircraft on the journey, as well as two train journeys. From Bulawayo to Kisumu, on Lake Victoria, we travelled on a D.H. 66 (Hercules) machine; from Kisumu to Khartoum, we changed into a Calcutta flying-boat; then, over the desert to Cairo there were Argosy landplanes; at Cairo we took a train to Alexandria, where a Short "Scipio" bore us to Brindisi; and then we made the quite long train journey through to Paris, where an H.P. 42 bore us on the final leg to London.

In 1932 the machines used on the African sectors had not been designed for tropical flying conditions. At times the atmosphere inside the cabins was stifling, and if some of the passengers were sick the horrors of an aerial "Black Hole of Calcutta" were experienced. Even at our stopping-places, for fuelling, meals and the night, there were few amenities. The rest-houses were often just primitive huts, in which we tried to sleep under mosquito nets and panting for air. Occasionally, too, wild game was skirmishing around. I still recollect the lions roaring at Juba. Our meals were often taken in marquees which resembled Turkish baths. There were compensations in cities like Cairo, Alexandria and Brindisi when we lodged in hotels.

Most cheering of my memories was *the drink* (ice-cold whisky-and-soda) I had at the Grand Hotel in Khartoum. It was life in death, for we had just spent two ghastly days and nights in that fœtid swamp, the Sud, following engine trouble. Anyhow, just one large whisky-and-soda accomplished this miracle; and I often think that if only that kind of real thirst-quencher could be sold in capsule form it would create a fortune for its inventor.

That descent into the Sud was the high-spot of our unpleasant experiences. Mosquitoes nearly drove us crazy, while we sat on the plane's wings in order to escape from the stifling oppression of the cabin. The captain's leadership was inspiring, for the passengers became very querulous. Two Belgian ladies, in fact, became hysterical, threatening to jump down to the waters below where hungry crocodiles were waiting. In the face of such drastic action, the captain knocked the women insensible. There was a box of emergency rations: a tin of slimy bully beef, a packet of sweet biscuits, some tea—but no means of boiling water—and a half-bottle of brandy; this last the captain refused to open, claiming that he must keep it for a real "emergency."

Two days later we were taken by native canoes through the swamps to the Nile where a rescue plane took us on board for Khartoum. But our troubles were not yet over, for the next day we came down in the desert at a spot called "Post 5." All around us were mirages of water and fairy-like cities; and once again we suffered torments from thirst. Fortunately, nearby was the railway-line linking Khartoum with Wadi Halfa, and in due course a specially chartered train (with comfortable sleepers) took us to this next spot on our journey; and in the end we were only two days late in arriving at London.

The return trip also had its share of misadventures, although fortunately not another descent into the Sud. We started off by being involved in a rail accident on the way to Brindisi. There our seaplane collided with a fishing-smack, causing a day's delay. When we did get into the air we encountered a great air-pocket near Crete, which brought topsy-turveydom inside the cabin. Several passengers were badly bruised and sick. We reached Alexandria at 9 p.m., only to be told that to make up for lost time we had to be ready again for departure at 1.30 a.m. These late finishes and early starts were quite a feature in our programme.

There were no further mishaps until we made a forced landing in Tanganyika. Two ancient Ford T cars took us to the nearest airfield, 30 miles away. There we were fed and given a night's lodging in a primitive Greek store. I arrived back in Bulawayo only one day behind schedule, but it took me several days to recover from my experiences.

In those days there were no cold drinks, light refreshments or duty-free cigarettes in the air. Yet, although this was commercial flying only thirty years ago, it shows the remarkable achievements of Imperial Airways.

Today, travelling by B.O.A.C. Comet, you can make the journey between London and Salisbury (S. Rhodesia) in 15½ hours, including stops at Rome, Khartoum and Nairobi; the return fare is £437 first-class, and £243 in the economy class. The extension to Johannesburg takes 150 minutes more.

BOOKS

A CLUTCH OF NOVELISTS

This week's list runs from Stella Gibbons and Alistair MacLean to recent thrillers

A simple, incontrovertible statement is that Miss Stella Gibbons knows as much about the craft of writing a warmly human, engrossing story as anyone now practising the profession. And this from the author of one of the funniest and spikiest satires of our days! THE WEATHER AT TREGULLA (Hodder and Stoughton. 18s.) is her latest novel and it is concerned with a group of young people living in Cornwall, and with the ways in which they variously accept or rebel against the terms of their existences as planned for them by their parents. Beautiful, moody, self-absorbed Una, living with her widowed father on a small violet farm, dreams of London and a stage career. Barnabas, heir to the big house of the district, is a naval officer, reliable, competent but with a yearning for creamy blondes with dimples. His younger brother, Hugo, badly injured in a car accident, yearns for Una, and a brother and sister, truants from a rich, conventional Yorkshire family, come to stay in a remote cottage from which base they set about, more or less deliberately, disturbing the local peace. All these characters are wonderfully well drawn, with a clear-eyed unsentimental sympathy of which Miss Gibbons has the secret. A very satisfying novel, indeed.

THE GOLDEN RENDEZVOUS (Collins. 16s.) is by Mr. Alistair MacLean, which is to say that it is an adventure story of compelling excitement, which carries the reader along at nearly supersonic speed and, paradoxically, leaves him with a feeling of contented achievement at the end. Mr. MacLean is at his best when writing about the sea and this book, with its setting of a passenger and cargo ship on its way from a tropical port to New York, gives him just the opportunities he needs for fast action, intrigue and a brush with romance. The narrator is the ship's first officer, a tough lad with a sense of humour and an even greater sense of duty which, on occasion, includes telling the captain to shut up. The five days that the voyage lasts are full of action, as one might have expected, and it would not be too risky a bet that this, like *The Guns of Navarone*, would make a successful film.

Miss Barbara Walker has written a haunting and poignant story about a girl who spends her childhood on an island in the China Sea, secure in the love of her devoted family but discovering for the first bewildered time the possibility of evil, as it may exist in others. Ten years later in Cornwall she meets once again the contemporaries she had known so far away and is, for the second time, a baffled, questioning but loving onlooker as their drama unfolds. THE TIDAL WATER (Hogarth Press. 18s.) is written with a beautiful simplicity and the natural cadences of the children's conversation are a joy to observe, telling one so much and so economically about the inner feelings of the very young and the adolescents.

LILITH (Heinemann. 18s.) is the strangest of novels: an eerie tale of a lovely, mad girl who has created her own world of erotic fantasy, of queer philosophy and of passion. A young man who works in the mental institution where she is living becomes interested in her case, at first in a detached way but gradually becoming more and more involved and finally obsessed by her and by the secret world of her imaginings. Mr. J. R. Salamanca's writing has a grace and a skill which are unquestionable. His evocations of innocence and evil, immaturity and full recognition are masterly, and his book is as disturbing as it is gifted.

JAMES BOOTH, right, stars in Henry Livings' comedy about life on an R.A.F. station—*Nil Carborundum*—which is in the middle of its month-long-run at the Arts Theatre, London. He plays one of the two cooks. The other cook, left, is played by Nicol Williamson

SEASON OF FEAR (Gollancz. 18s.) is another American novel, introducing a new writer, Mr. Guy Owen, whose story of back-country North Carolina, in what is known as the Bible Belt, is as powerful and accomplished technically as if he already had many years of an author's career behind him. The central figure is a farmer, middle-aged and leading an isolated life with his mother and his aunt. His love for the land he works and his consuming religious feeling occupy his whole life and when a long drought devastates his farm and brings ruin to him and to the other " poor whites " of the region he regards it as God's judgment on the place. Indeed, a sense of sin broods over the whole book, reflecting the atmosphere of that part of the American South, so often described and so implacably a part of the American novelist's landscape. Mr. Owen has considerable mastery, not only of his subject, but of the subtle and difficult attainment of making that subject acceptable, even interesting to the reader.

EUROPE—*Or Up and Down with Baggish and Schreiber* (MacGibbon and Kee. 18s.) is a provocative (or irritating, depending on one's mood) novel, concerned with the adventures of two Americans, B. and S., in some countries immediately after the war, referred to by the publishers as " the jungles of a defeated Europe." In their way, Mr. Richard G. Stern's personages make their discoveries and rediscoveries with some acuity and their findings will be sorted out, inevitably, according to the reader's own.

THE CRIMEAN WAR

A study of the chaos of the campaign

Most of us are aware of the fact that the Crimean War, in which Britain and France, allies for the first time for two centuries, drifted into conflict with Russia, was an utterly chaotic affair, militarily, medically and logistically in respect of all three contestants. What it was all about we may not be so sure of; for the causes were involved. W. Baring Pemberton, in his book BATTLES OF THE CRIMEAN WAR (Batsford. 21s.), describes this wretched struggle in fascinating but clear-cut detail, showing how, somehow or other, the troops were got to the starting line. Alma, Balaclava, Inkerman and the two attacks against the Redan are presented in graphic detail, and at the end of all the futility and waste of life, the horror, misery and suffering, we are left pondering on the most ill-managed campaign in English history. In 1856 the war faded gradually into peace, the sole tangible result the exclusion of Russian warships from the Black Sea.

Memoirs of the medical profession are always sure of an audience and Stephen K. Westman's reminiscences going back to his early years in Germany and the First World War will surely prove no exception. In A SURGEON'S STORY (William Kimber. 25s.) the author tells us of his student days in Freiburg, then moves to his military call-up when, on April 1, 1914, he was ordered to report " in a clean state and free of vermin." Of the degradation of war the author writes with deep feeling, and the chapters on the Kaiser's Army are perhaps the most significant in the whole book. During the Second World War Mr. Westman, long since a refugee from Hitler's Germany, worked on the allied side, later returning to Harley Street to continue the profession he has adorned with such distinction.

Another German-born doctor, Eva Hoeck of Hamburg, also has a remarkable tale to tell in DOCTOR AMONGST THE BEDOUINS (Robert Hale. 21s.). After the Second World War the Crown Prince of Yemen wanted a lady doctor for his harem. Dr. Hoeck was appointed and she settled in Taiz, the southern royal residential town in the high mountains of Yemen. Her daily visits to the palace and to other residences and frequent trips into the desert gave her a remarkable insight into the life and social customs of this Arabian land, and she writes about it all with modesty and a keen sense of observation. Dr. Hoeck's later experiences in the Aden Protectorate were perhaps less dramatic than those in the Yemen, but her account of the founding of a hospital and the establishment of a regional health service makes enthralling reading. Her dogged persistence and charm eventually won the day, and the whole protectorate is undoubtedly in her debt.

Erich Zehren has brought together in one volume an account of archæological research in the Near East, in Turkey, Syria, Iraq, the Lebanon, Israel, Jordania, Sinai, Egypt and the Yemen. THE CRESCENT AND THE BULL (Sidgwick and Jackson. 36s.) is a vivid, fast-moving narrative reflecting the author's overall grasp of his subject and his ability to communicate it. It is remarkable the extent to which that most ancient of religions, the worship of the moon, flourished in these antique lands, not least in Egypt.

Sir Maurice Bowra's PRIMITIVE SONG (Weidenfeld and Nicolson. 36s.) is in a sense an introduction to the study of literature. He shows how the songs of existing primitive tribes illustrate the growth of song from meaningless sounds to quite elaborate constructions, and in them we can see how poetry must have developed in the many centuries whose art of words perished because man had not acquired the skill to set it down.

Dr. L. D. Brongersma and Captain G. F. Venema, leader and technical head respectively of an expedition which probed the hinterland of New Guinea in 1959, have described their experiences and their findings in TO THE MOUNTAINS OF THE STARS (Hodder and Stoughton. 42s.). During the hazardous journey right across the island from Merauke, in the south, to Hollandia, in the north, a remarkable collection of data on the country, the people, and plant and animal life was obtained.

Richard Edmonds

Mr. John Williams is a new writer and his novel, NIGHT SONG (Collins. 15s.), is a measure of the talent which may well develop into something distinguished and individual. Mr. Williams is an American Negro with much war experience and a degree of Master of Arts. These circumstances are relevant to the fact that his book, about New York, night clubs, musicians, tourists, hangers-on and policemen, is not merely brilliantly observed but narrated in a style which is spare, effective and candid. What his next book will be only the writer knows but I shall look for it with real and friendly curiosity.

The next two books are thrillers in the sense that they are adventure stories with genuinely taut suspense and, as extra attraction, settings that are far from banal. THE HIGH BRIGHT SUN (Hutchinson. 15s.), for instance, is Mr. Ian Stuart Black's tale of terrorism in Cyprus in the most active days of EOKA and of the love affair between an American girl of Cypriot origins with an officer in British Intelligence. Fast-moving and, as far as I can tell, with authentic background detail. LATE INTO THE NIGHT (Cassell. 16s.) is a first novel by Mr. Henry Bigden and in this case the venue is the island of Crete and the time, the last war. An English N.C.O. is left behind in the evacuation and because of his blond, scarred appearance and his odd behaviour towards the occupying German forces he is regarded with suspicion by the Cretans themselves and by the small bands of refugee troops. Good characterisation with slightly horrific action from time to time and a high quota of excitement.

THE MAN ON HIS SHOULDER (Macdonald. 15s.), by Mr. Kenneth Methold, deals with another phase of the war and with the fortunes of an English P.o.W. who escapes from a camp in Hungary with the help of the local Resistance, to return in 1956 as a foreign correspondent and find himself involved with his old comrades who are desperately in need of help. Tough, realistic, occasionally coarse, but effective in the main.

THE WYCHERLY WOMAN (Crime Club. 15s.) is a detective story by that good American writer, Mr. Ross Macdonald, who produces a very nice line in Private Eyes, a Californian setting such as one has come to expect since the days of Raymond Chandler, and a very well constructed story in which family life is seen, not through rose-coloured glasses, but with the microscopic attention of a detached and almost scientific observer. Recommended in spite of its revelations of passion, frustration and just plain nastiness.

Vernon Fane

Alexandra Del Lago (Geraldine Page), the ageing film star, and Chance Wayne (Paul Newman), her young escort

Chance desperately urges Heavenly Finley (Shirley Knight), in the motorboat, not to leave him

SWEET BIRD OF YOUTH

at the Coliseum from May 3

In Richard Brooks' screen version, released by M.G.M., of Tennessee Williams' *Sweet Bird of Youth*, one of his most intensely melodramatic plays, the cast seize all their opportunities for full-blooded acting, particularly Geraldine Page, Paul Newman and Ed Begley. The plot centres on Chance Wayne, who returns to the Southern town of his birth as the companion of an ageing film star whom he sees as his hope for success in Hollywood.

At the televised political rally, Boss Finley (Ed Begley) struggles with his daughter, Heavenly

Heavenly and Chance Wayne at one of their clandestine meetings at the old lighthouse

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Lord Cornwallis

Lord Cornwallis of Linton is the chairman of the Reed Paper Group; Fremlin's Ltd.; Isherwood, Foster and Stacey; the London Branch Royal/Globe Insurance Companies and Warden Insurance Company. In addition, he is a director of a number of other companies, including Barclays Bank and Southern Television Ltd. He is also president of the Institute of Packaging. Born in 1892, Wykeham Stanley Cornwallis succeeded his father, the first Baron Cornwallis, in 1935. He was educated at Eton and Sandhurst and served in the First World War with the Royal Scots Greys and also on the General Staff. After the war he was A.D.C. to Field-Marshal Earl Haig and Instructor at Sandhurst. From 1919 to 1926 he played cricket for Kent, captaining the side for the last three years of this period. He was president of the M.C.C. in 1948 and is now a Trustee. He was the chairman of Kent War Agricultural Committee from 1939 to 1945. Lord Cornwallis has held a great variety of important posts in public service—vice-chairman of Kent County Council from 1930 to 1935 and its chairman for the following year; Lord Lieutenant of Kent from 1944 to the present day and a Lieutenant for the City of London; a Justice of the Peace; president of the Kent Territorial and Auxiliary Forces Association and of the Kent Boy Scouts; and Trustee of the Royal Agricultural Society of England. He is now chairman of the sponsors of the University of Kent. Lord Cornwallis farms 500 acres of the Ashurst Estate, where he lives, in Kent. Honours which have been accorded him include the K.B.E. in 1945; M.C. and K. St. J. Recently he was given the freedom of Maidstone, the county town of Kent, for services to the county; also the Edward Hardy gold medal for service of Kent. He is Hon. Colonel of the 5th Battalion, the Buffs T.A. Married, Lord Cornwallis has one son. He gives his hobby as shooting

THE RAILWAYS IN A FIX

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Nobody can expect any Conservative Government to have any great affection for any nationalised industry. But that doesn't stop it being embarrassing for them to take on the most expensive manager ever appointed to run one, to alter its whole way of working in order to give him a chance to run it successfully, and then to find that some new international obligations it intends to incur may mean changing this back. That is one fix into which this Government, with the best of intentions, may have got itself.

Mr. Ernest Marples is a short, spry, athletic character who puts immense energy into any new problem, and who isn't easily turned aside from any decision that he has convinced himself is right. In no case since he became Minister of Transport was this made more publicly obvious than in the appointment of Dr. Richard Beeching to take over Britain's railway system at a salary of £24,000 a year, which was Dr. Beeching's rate of pay with Imperial Chemical Industries, but was also two-and-a-half times as much as any chairman of any nationalised industry—to say nothing of Prime Ministers and Ministers of Transport—had ever been paid before.

Dr. Beeching is a burly, cheerful scientist who approaches any new business problem with few preconceived ideas and a coolly analytical approach. Mr. Marples was fascinated with this approach when he encountered it a couple of years ago in a committee of inquiry into the railways. He became sure that it was worth a high price, both in money and in public argument, to get it applied to Britain's most despondent public industry. Since Dr. Beeching arrived at the British Transport Commission from which the railway system is in process of being constitutionally separated, in order to make it at least a more sensible entity to work with, he has set various high-powered committees studying what can be done with it. So far, this has not involved immense changes on the railways. There is nothing original, passengers may complain, about another big rise in fares. But there are strong hints that changes may be on the way.

One of the first things that any top manager from outside would have asked for on being given this moribund transport system to revive was a relatively free hand. And this was not simply a matter of having a sympathetic Minister of Transport behind him. It was, more generally, a matter of freeing the railways from some of the strict and complicated regulations under which they operated as a "common carrier." The most important one was an obligation not to refuse service to any intending passenger or consigner of freight at the same conditions that they granted it to anyone else for the same sort of carriage and cargo.

This kind of regulation is very common in railway operations throughout the world: it dates back to the days when railways were very powerful businesses without much practicable competition, and liable to use their relative monopoly of fast transport quite arbitrarily to grant favoured customers special conditions that gave them unfair advantages against their competitors. Particularly when any railway company was given a clear monopoly over any route, this kind of obligation was generally imposed on it. In principle, at the time, it was justified as a protection for the public, and in many countries it continues to be in force today.

The difficulty with this kind of regulation, however, is that it is virtually impossible to apply practically to road haulage companies without an elaborate system of policing the business behaviour of a myriad small companies. Over the years, as road haulage has grown from a minor competitor of the railways to an immensely powerful one, this difference in rules of competition between competitors has become hard for the railway managements, whose "monopoly" power has ceased to exist. A form of transport carrying, at present, only about 40 per cent. of the country's freight can hardly be said to be in need of strict restriction for fear it may charge unfairly—particularly when its charges, as the taxpayer knows, are running about £100,000,000 a year short of covering its costs.

So one freedom that has been granted the British Railways—partly a few years before Dr. Beeching arrived, and partly in the reorganisation to which he is succeeding—is freedom from this obligation to charge everybody the same for the same kind of traffic. Some protection remains for the customer, in that the railways now publish a schedule of maximum charges for freight of different kinds. But the managers all round the country are now empowered to give rebates off those maximum rates for particular customers, in order to get the business which they might otherwise lose to road haulage companies that quote different prices to different customers for the same thing as a matter of course.

But, rather unexpectedly, in its application to join the European Coal-Steel Community, the Government has run its railways into quite an obstruction on the line. For this specialised sector of the European Common Market enjoins upon its coal and steel industries a pricing system in which transport charges are still required to be non-discriminatory; and in principle, it may be added, the attitude towards railways in the whole of the Common Market seems to be based upon the kind of regulation that Britain has just spent some years in getting away from.

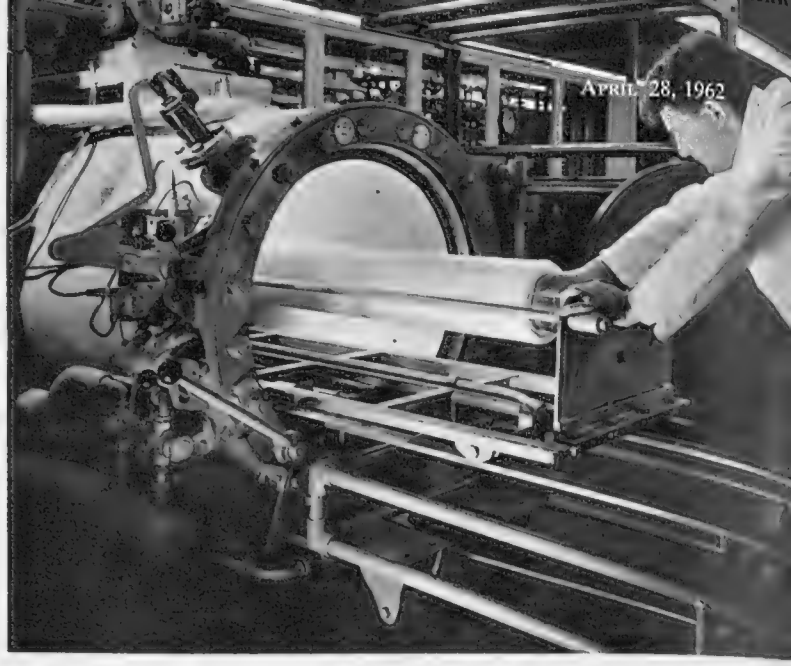
In Britain, at present, steel prices are set, and most coal prices are quoted by merchants and suppliers, for the materials as delivered in particular "zones" of the country, within which everyone pays the same price. In the Coal-Steel Community, however, each steelworks or coal mine publishes a schedule of prices for its wares at the works or the pithead, and the distance to each customer from that selling point, in terms of published transport charges that are alike for everybody, determines the price at which any customer can get any particular supplier's steel or coal. Some special and rather complex further rules govern the circumstances in which a supplier can cut prices to meet competition outside its own "natural market"; but these, too, depend rather crucially upon transport charges being not only published but the same for everyone.

If Britain enters this particular European Community, in which the rules are now set with years of working experience, it will be asked to adhere to them. The Government wants to enter; so do the steel and the coal industries, which are fairly confident about their ability to compete in Europe under any set of rules, provided these are fairly applied. But doing so would mean British Railways giving up the commercial freedom that it has recently regained for steel and coal, two of its most important elements of bulk business. What do we do?

So far, the Government has avoided making up its own mind. The steel and coal industries say they are ready to alter their pricing: indeed, both are planning to practise the new system in advance even before joining the Coal-Steel Community. They could probably do this with a makeshift schedule of "delivery charges" rather than actual transport charges. But once inside the Community, makeshifts won't do. The Ministry of Power, and the other ministers who are deeply committed to entering Europe, feel Britain ought to accept the common rules. Dr. Beeching, on the other hand, doesn't plan to give up without a struggle his pricing freedom—one of the few chances of making British Railways self-supporting. And Mr. Marples is sticking up for what the transport system wants.

This isn't by any means the only sizeable problem between industries which Dr. Beeching has to tackle. He is thinking of a new system of charging for coal transport that might make partial nonsense of the way that power stations have been sited near coalfields, even if it makes better sense in relation to the actual costs of handling and moving coal. Nor is it by any means the only quite sticky practical problem that may arise out of fitting ourselves into a new European framework. There may be still, some optimists in Whitehall believe, a chance of having our cake and eating it on this issue, i.e., saying we 'll accept all the European rules except this vital one, and getting away with it. Let 's hope so. But let 's also realise that there are real practical problems—and that in some of them, at least, Britain will have to accept quite radical change as the price of entry into Europe, even if this is considered well worth paying.

A six-storey, £500,000 technical college is being built by Taylor Woodrow Construction Limited for the L.C.C., on a concrete raft above existing shops in Oxford Street. When completed in 1963, the building will house 650 students taking courses in the clothing, needlework and beauty culture trades, traditionally centred in the area



Experimental warp knitted fabrics are being scoured before dyeing at the headquarters of the British Nylon Spinners at Pontypool, in Monmouthshire. **Right:** Also at the British Nylon Spinners headquarters, an operator prepares to pressure-steam set nylon fabric

FIBRE MEN IN CONGRESS

By **SIR WILLIAM PALMER, G.B.E., C.B.**

Chairman of the British Man-Made Fibres Federation

Spinning fibre at Chemstrand's Acrilan plant at Coleraine in Northern Ireland

The British man-made fibres industry is usually very much in the limelight, as befits a rapidly developing industry in an age in which publicity plays an active part. At the moment this limelight is brighter than usual because the British man-made fibre producers are acting as hosts for their friends from overseas at the Second World Congress of Man-Made Fibres, to be held at the Royal Albert Hall, London, next week. The industry has an active international organisation—Comité International de la Rayonne et des Fibres Synthétiques, which was sufficiently well established to hold its first international congress in Paris eight years ago, a resounding success.

C.I.R.F.S. has as members fibre producers in twenty-four countries. The London Congress, which has for its theme "The Impact of Man-Made Fibres," will receive over 3,000 delegates from all parts of the world, all of whom will have been invited by member producing firms, though the lectures, which range from technological to economic and marketing subjects, will all be given by authorities outside the producing companies.

The man-made fibre producers have the advantage over other fibre producers of being much closer to their customers, not being dependent on weather conditions which cause price fluctuations by crop variations, and being able to tailor their fibres to the requirements of the various sections of the textile industry. Of these factors, the ability to maintain price levels for long periods without change is of major importance to the consuming industries. The modern trend of marketing, by which the textile industry is encouraged to use individual man-made fibres for specific end uses because it is assured of support by publicity and advertising all the way along the pipelines and right through to the general public, is much more highly developed in man-made fibres than it is in the natural fibres.

In this way, too, the man-made fibre producers are able to channel their products into the most suitable outlets, as well as helping to maintain a reasonable standard of quality and good value for money for the consuming public. Manufacturers and garment-makers are encouraged to use labels denoting particular man-made fibres, and because these are issued only for use with goods of approved standard, a useful criterion of quality is set up and helps to counteract the age-old problem of debasement and lowering of standards, which has always been a difficulty of the textile industry generally.

It is a remarkable fact that in the space of a few short months since my colleague, Mr. Stuart Douglas, Director of the British Man-Made Fibres Federation, wrote an article, appearing in the October 14 issue of *The*

Personalities at the Congress: From left: Colonel F. T. Davies, President of the Second World Congress of Man-Made Fibres, and Founder and President of the International Rayon and Synthetic Fibres Committee; Mr. F. C. Bagnall, Managing Director of British Nylon Spinners Ltd., Chairman of the Man-Made Fibres Producers' Association and Vice-President of the British Man-Made Fibres Federation; Sir Alan Wilson, Chairman-Designate of Courtaulds Ltd., who is Chairman of the Scientific Committee for the Second World Congress; Mr. G. F. Whitby, Chairman of Imperial Chemical Industries Fibres Division, another prominent figure at the Congress

A batch of nylon yarn is wheeled into one of the setting cabinets at the factory of British Nylon Spinners. Inside the cabinet the yarn is given heat treatment to stabilise it

Sphere, there has been quite an array of new British fibres announced, and this illustrates how quickly one can become out of date in our industry. There was then a brief reference to polypropylene, and very shortly afterwards I.C.I. announced that this is being produced as a continuous filament yarn, a monofilament and a staple, under the name of Ulstron. There is already a commercial scale plant in operation at Wilton, with a capacity of 5 million lb. per annum, and further plant capacity will be made available as required at the company's site at Kilroot, on Lough Belfast.

The main development of Ulstron is so far in marine ropes and twines, but it would seem to have a large potential in household textiles, carpets and apparel, and there are signs that the early difficulties in dyeing polypropylene are well on the way towards solution. The keen interest in polypropylene lies with the fact that it is one of the lightest and yet toughest man-made fibres to be evolved and is based on a polymer that is appreciably cheaper to produce than most of the fully synthetic fibres at present on the market.

Another British achievement, and perhaps the first man-made fibre to be wholly pioneered by British chemists since Terylene was discovered by Whinfield and Dickson in the C.P.A. laboratories in the war years, is a co-polymer of acrylonitrile and vinylidene chloride, which has been developed by Courtaulds' research laboratories and is so far identified by the code name of B.H.S. This is again a medium-priced fibre, which is considerably cheaper to produce than the established fully synthetic fibres. At the time of the announcement, supremely good fire resistance, making it potentially important as a safe material for nightwear for children and old people, was

(*Continued on following pages*)

Country Spice carpets on the looms at the mills of Rivington Carpets Ltd. at Horwich. This is one of a range of carpets made from Acrilan 15, a fibre manufactured by Chemstrand Ltd.

The cone winding room at the works of Kirklees Ltd., at Bury, in which rayon yarn is wound from the cake package on to cones, this being the form in which the yarn is used by the knitting and hosiery industries

FIBRE MEN IN CONGRESS

(*Continued from previous pages*)

stressed, and it was also shown to be particularly good for resisting photodegradation, making it extremely suitable for net curtains. B.H.S. is expected to reach the shops in 1963. One of the smaller man-made fibre producers has introduced acetate filament yarn with inherent flame resistant properties.

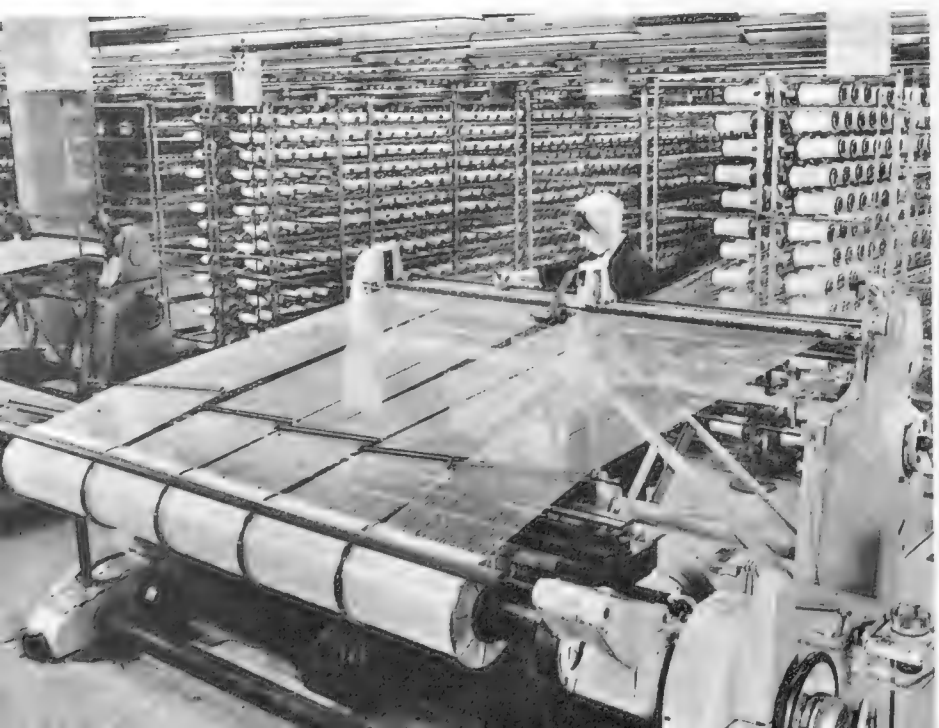
For several years development work has been in progress in several countries with what are known as polynosic fibres, which are a modified form of viscose with longer chain molecules. In France the emphasis has been on very fine, high tenacity fibres, which are expensive to produce, but effective for speciality uses. Generally speaking, in fibres of this type the higher the tenacity the slower the production and the higher the price.

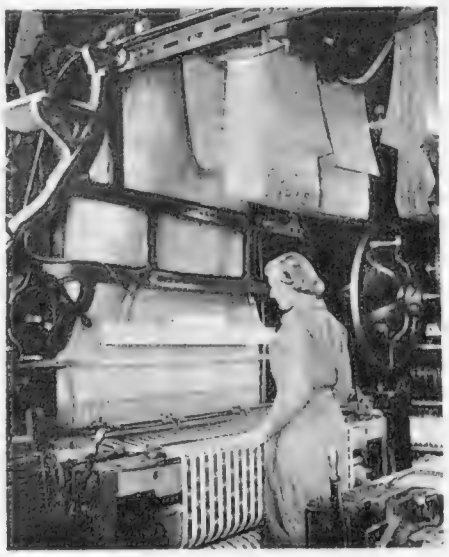
With this in mind, Courtaulds have introduced a medium tenacity polynosic staple which has been extensively sampled in the Lancashire spinning trade in recent months. It is more closely akin to cotton than earlier rayon staples and has been introduced at a price of 30d. per lb. or roughly halfway between short and long staple cotton. Its wet and dry strength are several times as high as those of ordinary rayon staple, which means that its strength is adequate for most textile uses. It has natural stability similar to cotton, and textile technologists have been writing in the technical Press in recent months about the immense potential of this or similar polynosic fibres. So far it is known by the code S.C. 28. It is claimed to be particularly suitable for crease-resisting processes without losing strength in the way that cotton does, and it is, unlike earlier rayons, suitable for the several mechanical shrinkage processes.

There have also been several new fibres introduced for the carpet trade, in which man-made fibres are making particularly rapid headway. In a much increased consumption of carpets over 40 per cent. of all fibres used in the pile are now man-made. Particularly significant because of its high abrasion resistance is a new Bri-Nylon carpet staple, which is being used along and in blend with wool by a number of leading carpet manufacturers and is considered particularly useful for heavy-duty carpets for the contract trade. New carpet staples in both the acrylic fibres—Acrilan and Courtelle—were shown in carpet form at the Carpet Trade Fair in February, and in view of their natural warmth and resilience, characteristic of acrylics, and good wear-resistance, also have a wide potential.

Yet another version of the many forms of rayon staple was also disclosed at the Carpet Fair for the first time. This is known as M.61, and seems likely to appeal to the popular-

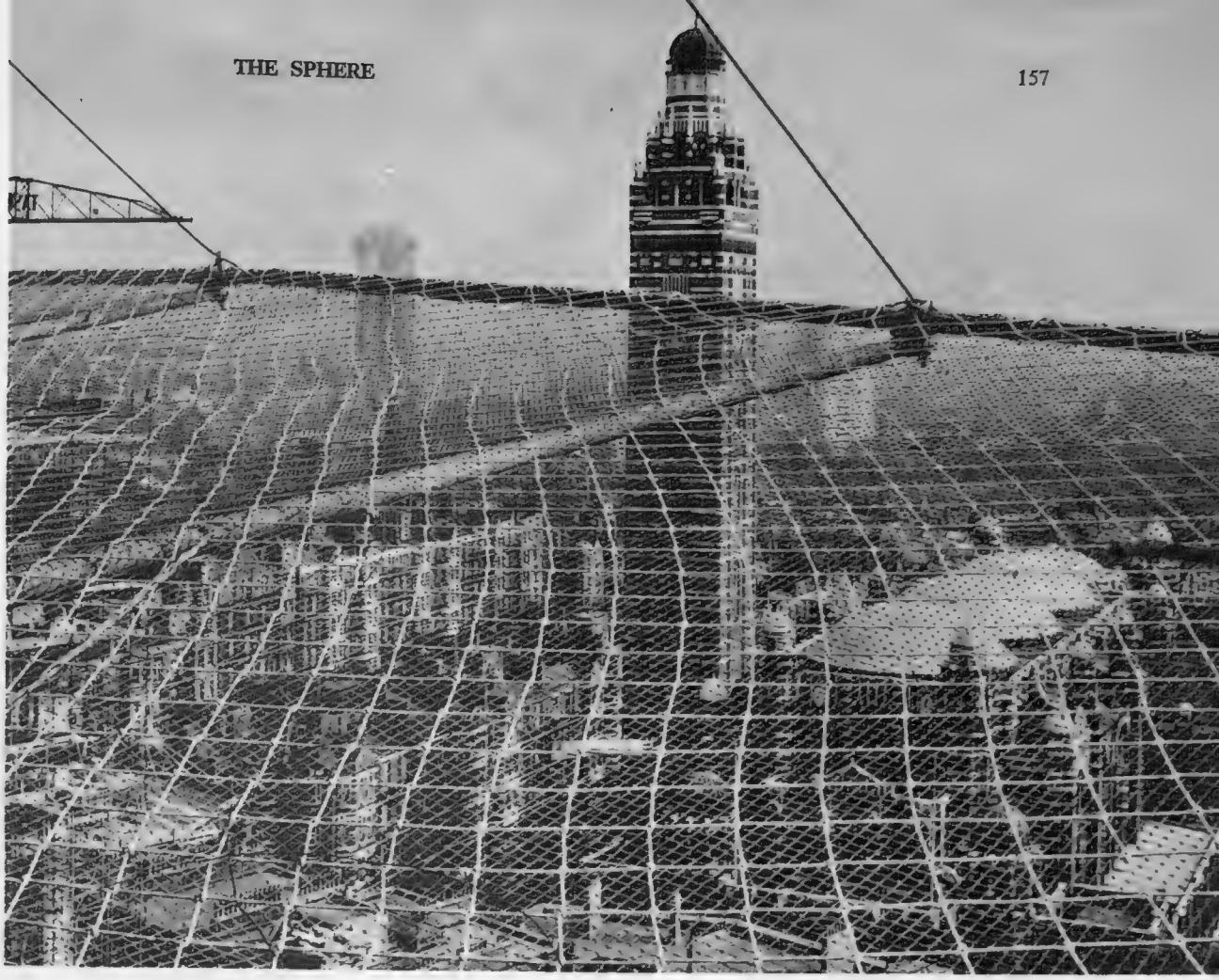
A practical demonstration of the need for the flameproof fabric which has been developed by James Nelson Ltd., Valley Mills, Nelson, Lancs. **Right:** A blow-lamp is applied to B.H.S. a new flameproof fibre made by Courtaulds Ltd.





Fabrics are woven on Jacquard looms. **Right:** Courtelle staple in a container for dyeing. **Left:** Producing section beams of Courtaulds' Tricel yarn

Hoop-shaped tents made from all-nylon fabric in use on the R.A.F. Karakoram Expedition



Nylon has many uses. An inflatable bag made from neoprene-coated nylon for use as a temporary gas-holder by the Northern Gas Board. **Right:** Nylon safety nets surround the eighteenth floor of a large new office block being built near Victoria, in London, by Sir Robert MacAlpine Ltd.

priced section of the trade in which rayon staple has already made such rapid progress. It is claimed to have double the abrasion resistance of the usual crimped rayon carpet staple and is sold at 27d. per lb., compared with 25d. for ordinary crimped rayon carpet staple. This is roughly one-third of the price of carpet wool.

Though the emphasis in this article has been on recent new fibres, firmly established man-made fibres seem unlikely to lose their pre-eminent position. There is probably room for natural and man-made fibres in an expanding world economy. This emphasis on new fibre developments may also obscure the continuous progress that is taking place with the utilisation of man-made fibres of all types in virtually every section of the textile industry, and one can be equally quickly out of date with improved methods of manufacture and finishing of man-made fibre textiles as with actual new fibres and modifications of existing fibres. British delegates at the Congress next week will have much to tell their overseas friends, and the rapid momentum of development in man-made fibre textiles is expected to stand British exporters in particularly good stead, if and when we join the Common Market.

Terylene lifeboat covers stand up to acid attack resulting from fumes on oil-burning ships. The cover in the foreground has been in constant use for over two years and is still in remarkably good condition

I.C.I.'s Terylene is used for hosing and, **below,** the sails of the schooner *Creole*, owned by Mr. Stavros Niarchos

An Opal suit made of Terylene for use in acid conditions

Duracour, a new Courtauld fabric, can be used for luggage

INDUSTRY AND THE STOCK MARKET

OIL'S FUTURE

By "THE SPHERE" CITY CORRESPONDENT

World energy consumption can reasonably be expected to increase during the next fifteen years by more than 75 per cent. This is the impressive forecast made by Shell, the major international oil group. Shell adds its belief that the greater part of this increase will come from oil.

This estimate holds out impressive growth prospects for Britain's major oil companies, whose profits have suffered since the end of the post-Suez boom in demand during 1957. This setback in oil company profits was not caused by a fall in demand—though the rate of increase slowed down. What happened was that a number of special factors combined to enlarge the supply of oil at a much faster rate than the growth in demand.

These special factors, depressing oil company profits—and thus the "invisible" section of Britain's balance of payments—seem now to be beginning to lose some of their force. Excellent results reported by Shell for the last three months of 1961 and the cautiously optimistic tone of their annual report for the full year suggest that profits may be starting to resume their former growth trend.

Two factors particularly helped to keep oil company profits down. One was the number of independent oil companies (namely, companies, frequently North American, apart from the big groups based in Europe and the U.S.) who moved into producing areas, often at the initiative of the local governments. This relatively large number of independent companies added to world output, each independent company operating in the belief that it could sell its oil. All together could not be right and this production added to the major oil companies' problems. A second factor complicating affairs for the major oil companies was the appearance of Russian oil in world markets.

Oil production is an industry of big units. Two of the biggest, which in turn are two of Britain's largest companies, are Royal Dutch-Shell and British Petroleum. Shell is technically an Anglo-Dutch concern owned 40-60 respectively by British and Dutch parents. From the Treasury's standpoint, Shell ranks as a sterling group and it is the shares of the British parent, Shell Transport and Trading, which are of main interest to investors in this country.

British Petroleum also has an unusual capital structure: just over half the ordinary shares are held by the British Government, who also appoint to the board of directors. British Petroleum are interested mainly in Middle East production. Government interest dates from the time of the Anglo-Persian company, when the British authorities acted to secure oil supplies for the Navy.

BP suffered from the nationalisation of its Iranian business in the early 1950's but now takes part in the Iranian Oil Consortium. BP's stake in the Middle East means that it obtains low cost supplies. But the political risks in the area, and pressure from local governments for a growing share in profits, have combined to deter investors.

Shell by contrast is more relatively interested in the Western Hemisphere. It draws a large part of its supplies from Venezuela and controls the large Shell Oil group in the United States. Though 80 per cent. of Shell's profits come from companies located in producing areas, about 80 per cent. of its assets (equivalent to nearly £1,500,000,000) are invested in transporting, refining and selling oil.

For investors interested in the British market, shares in Shell and BP also represent a stake in the Shell-Mex group; Esso, the next largest group operating in Britain, is wholly owned by its American parent, Standard Oil (New Jersey).

Castrol is one of the larger independent oil groups. Castrol operates mainly in Britain and specialises in high-grade lubricants and greases. Profits have grown steadily in recent years, despite competition from the oil companies' own products. Net earnings have more than doubled since the setback in 1957 and shareholders' dividend rate has risen from 27½ per cent. to the equivalent of 40 per cent.

Castrol is basically a buyer and blender of oils, and the pace of its expansion depends largely on the pressure of costs on margins and on how far sales of its branded motor oil, now dominant in the market, withstand competition. Castrol may possibly benefit from the pending Monopolies Commission report on tied petrol sites, most of which are owned by the large oil companies.

Probably the best way of looking at oil shares is to regard them as commodity equities. Oil, like copper, aluminium and other raw materials, has recently lost some of the expansion possibilities that were being outlined only a few years ago. But for oil, the signs are that the tide may now be turning. For investors who are prepared to look a few years ahead, oil shares offer useful growth possibilities, while offering acceptable dividend yields in the meantime. Among international companies, the choice of Shell or British Petroleum must depend largely on the particular investor's assessment of political risks in the Middle East. Among specifically British marketing companies, Castrol holds out attractive growth potential, though investors should probably await the publication of the report of the Monopolies Commission on petrol stations.

The new four-seater Renault Floride Caravelle sends up sheets of spray as it is test-driven through shallow water. It will be on sale, with right-hand drive, in Great Britain next month

Left: Several hundred rubber "No waiting" signs are now in use in the West Country. Developed by The Avon India Rubber Co. in conjunction with the Somerset Police, the signs do not need maintenance and eliminate damage to themselves or to vehicles striking them

A rear view of the rugged new Renault 4

COST OF ROAD ACCIDENTS

The annual economy rally and other topics

By **COURTENAY EDWARDS**

The average cost, in what are officially called "human and material" terms, of each of the 270,295 road accidents in Britain last year was about £850. I get that figure from the Royal Society for the Prevention of Accidents, who assess the overall cost at £230,000,000 compared with £229,000,000 in 1960, £219,000,000 in 1959 and £190,000,000 in 1958.

These figures need a little explanation. Rospa say they arrive at their frightening total by adding together the following items:

Human compensation	£190,000,000
Administrative costs	21,000,000
Material damage and repair	19,000,000
Total	£230,000,000

Human compensation includes such items as legal costs, funeral charges, hospital and medical bills, insurance payments and unemployment pay. "The largest single item in this appalling national bill," a Rospa official told me, "is that relating to loss of earnings and hospital treatment for seriously injured accident victims."

He added: "It should be pointed out that the formula on which these figures are based has not been revised, in relation to the cost of living, since 1951. Our 1961 estimates, therefore, probably fall short of the true cost."

Many *Sphere* readers will be envious of the petrol mileage figures recorded in the annual Economy Rally organised by the Hants and Berks Motor Club and sponsored by the Mobil Oil Company. Best performance of all was that of Britain's motoring economy wizard, Mr. George Kendrick, of Warsash, Hampshire.

He has done extremely well in these Mobil Rallies, usually in big cars. This year he decided to use one of the new B.M.C. Cooper Minis—the Austin version, to be precise—and returned the remarkable m.p.g. figure of 58·68. He did 4 m.p.g. better than the next-best entry in the class for cars up to 1,300 c.c., a Morris Mini-Minor driven by Mr. D. H. F. Keen.

Ford of Britain won the other two classes. Triumphant in that for cars between 1,300 and 2,000 c.c. was a 1·3-litre Ford Classic, driven by Mr. and Mrs. G. Keys, of Stone, Staffordshire. They did 43·19 m.p.g. It was the first Economy Rally in which this new British car had competed. Second in this class, less than 1 m.p.g. behind the Classic, was one of the new Vauxhall Victors, driven by Mr. Peter Bentley.

The large-car class was headed by a 2·5-litre Ford Zephyr driven by Mr. G. A. Robins, of Borden, Hants, and Mr. A. Burningham, of Farnham, Surrey. It averaged 32·65 m.p.g.—3½ m.p.g. better than the class runner-up, Mr. R. Ogglesby's Vauxhall Velox.

The forty cars taking part had to cope with snow, ice, rain and poor visibility on a 1,100-mile route which took them from Harrogate, up into Scotland as far as Aberfeldy and back to Harrogate. Each team was accompanied by an independent observer whose duty it was to keep a check on the amount of petrol bought en route and to see that the stringent rally rules and the Highway Code were both strictly observed.

Information given at the annual meeting this week of Vauxhall Motors Limited indicates a revival in the Luton company's fortunes following the introduction last September of the new Victor range. Mr. William Swallow, the chairman, reported they had had a most enthusiastic reception all over the world and he prophesied that Vauxhall would obtain a growing share of the market for British vehicles overseas.

The firm's financial record for 1961 does not make very happy reading, for the net profit slumped to £4,328,923 from a figure of £7,159,335 in 1960. Yet a total of 186,388 vehicles was sold, and although this was a drop of 59,593 on 1960, it had been exceeded, previously, only in 1959. Production of Bedford trucks was a record and Vauxhalls are proud of the fact that 56·5 per cent. of total vehicle sales was exported.

Mr. Swallow referred to the Government's artificial restriction of car sales in the home market with the idea of spurring car manufacturers to greater export effort. "This did not work out in practice," said Mr. Swallow. "Sufficient production capacity was available to meet all requirements—home and export—and the resultant cut-back in production tended to increase unit costs and thereby make it more difficult to compete effectively for overseas orders."

Mr. V. F. Massa of the Esso Research and Engineering Co. tries out the new engine roughness tester. The sensing device is pressed against the car's air cleaner to obtain the total "gross vibration" of the idling engine

The annual report showed that facilities for making axles, transmissions and other mechanical units for both cars and commercial vehicles, at present in production at Luton and Dunstable, should start being transferred next autumn to the 400-acre site bought last year near Ellesmere Port, on the south bank of the Mersey.

The 1962 edition of the R.A.C. Continental Handbook, with its gay cover and wealth of information on motoring abroad, is at 10s. 6d. a passport to happy Continental holidays. This is a greatly improved publication, with a new 24-page atlas printed in colour and with high ground shown in relief.

For all the main European countries there are concise general descriptions, details of the traffic rules, illustrations of the road signs, street plans of the main cities and lists of recommended hotels. The handbook tells you practically all that the motoring tourist needs to know, with sections about the R.A.C. service to members touring abroad, how to prepare for a motoring holiday across the Channel, international road signs, motoring terms in four languages, conversion tables, first aid, and even details of religious services in the various countries.

The R.A.C. has also just published, for free distribution to members, a list of small hotels, guest houses, farm-houses and other establishments offering bed and breakfast accommodation. The 64-page booklet is intended to supplement the list of appointed and approved hotels which appears in the handbooks of the R.A.C. and A.A. The places listed in it have not been officially "appointed," but I am assured that most of them should prove quite satisfactory for motorists trying to travel inexpensively or unable to find more elaborate accommodation.

The R.A.C. merits yet more space this week by reason of its reminder to motorists that the tulip "season" in Lincolnshire is later this year because of the bad weather. At the time of writing the Spalding flower parade is due to take place this Saturday. The R.A.C. has used more than 300 special signs to mark out a 50-mile tour of the tulip fields in South Lincolnshire and offers a free folder with details and maps.

For this week's road test I have chosen the Renault 4, a stark, rugged workhorse which makes a significant contribution to basic motoring and which should exert a special appeal in undeveloped countries where the roads are rough, servicing facilities sparse and driving skill doubtful.

It is a front-wheel-drive vehicle with a 4-cylinder engine of 747 c.c., a sealed cooling system (with an expansion chamber incorporated in one of the front wings), a complete absence of chassis greasing points, a three-speed gear-box controlled by a push-pull lever on the fascia, torsion-bar suspension, five doors (including an upward-hinging rear "gate") and superlatively comfortable tubular, hammock-type seats.

The rear seat can be removed in a few seconds after unscrewing a single nut and is so designed that it can be used as a picnic seat. Its removal from the car makes room for bulky loads. Top speed is only about 55 m.p.h., but a high top gear enables the car to cruise at 50 without strain. The Renault 4 has a generous ground clearance, does about 40 m.p.g., and in the U.K. costs £550 including 45% tax (or £581 in de luxe form).

Briefly. . . . Improvements to the DS Citroen are a new fascia with revised instrument display, built-in demisting for rear and side windows, better heating and ventilation and provision of a radiator blind. . . . A B.M.C. Mini has been given a simulated 100,000-mile road test in the engine test laboratory of Alexander Duckham and Co., Ltd., "without any sign of distress in engine or transmission." The test took 3,478 hours. . . . Esso of New Jersey claim that their new engine roughness indicator is the fastest engine analyser yet devised. It is a kind of electronic stethoscope which can measure an engine's "heartbeat." . . . The Association of Motor Racing Drivers' Wives, better known as the Doghouse Owners' Club, has taken delivery of the caravan it plans to use at motor race meetings when members' husbands are neglecting them for obvious reasons.

GOOD LIVING *By Ganymede*

During a flying visit recently I was reminded of some of the delights Switzerland offers to the tourist with a special interest in good food and wine. My visit was literally a flying one, for it was on the occasion of the first flight of the direct air car ferry inaugurated by Channel Air Bridge from Southend to Geneva. Quite understandably, the Swiss tourist authorities regarded this event as an important one from their point of view, and gave us, the first passengers, not only a champagne reception on arrival at Geneva Airport but also, after such an auspicious beginning, a generous sample of what they can offer visitors. Generosity was only limited by time. We stayed for four days. I shall concentrate on the gastronomic experiences of the trip, and these were memorable.

There was our first lunch at La Perle du Lac, when we sat in the midst of a charming park, looking across the Lake of Geneva glistening in the sun straight on to the Alps topped by Mont Blanc. The lunch was quite up to the standard of our surroundings. The *hors d'œuvres* included slices of Bündnerfleisch, that unique Swiss delicacy, the wafer-thin slices of cured raw beef and ham, similar to the ham of Parma or the Ardennes, but with a distinct character of its own; this was followed by fish from the lake, *Les filets de Perches aux Champignons*. The main course was veal, *Le Médaillon de Veau Gruyérienne*, cooked with cheese, accompanied by *Fond d'Artichaut Clamart*, *Pommes Château* and salad. Finally, the *Corbeille de Fruit Glacés* demonstrated how good real ice-cream can be.

In the evening we gathered at the Hotel Richemond to be entertained by the Geneva Tourist Office to dinner. *Consommé Monte Carlo, Feuilletés aux Fruits de Mer, Poularde Poêlée Demidoff* with *Salade Mimosa* and *Soufflé Glacé Praliné* was the simple menu. Needless to say, it was perfect in every detail, which, after all, was not surprising in the top hotel of Geneva in the most hotel-and-restaurant-conscious country of the world.

By way of contrast, we were also impressed by the extremely high quality of our lunch the next day, which was served on top of a mountain in a skiers' hut at nearly 9,000 ft. We reached Les Attelas by motoring to the winter resort of Verbier (about 5,000 ft.) and then ascending by two aerial cableways swinging high above the sun-drenched snows. The perfectly-cooked and smilingly-served lunch on the snowy mountaintop was unforgettable. That evening, at the Hotel Farinet, in Verbier, we were introduced to the mysteries of " Raclette," which seems to be a meal and a kind of game at the same time. A medium soft cheese of the Valais was placed in front of a blazing fire, and as it melted scraped on to our plates, and eaten with potatoes baked in their skins. I had four helpings of this, but was told that the record is fifty-four, held by an octogenarian who lives in the valley and thrives on it in every sense.

Another fine meal was lunch in the canteen of the St. Bernard tunnel workings, which we reached after a tortuous drive in a post-coach at times sliding much too near the edge of precipices and struggling in a blizzard. Once more, our lunch was beautifully served and cooked. We had been into the tunnel beforehand to see the last wall of rock which was to be blasted the next day and open the way to the Italian section.

The climax of our trip gastronomically and otherwise was our last dinner given by the Montreux Tourist Office in the historic Chateau de Chillon, a *Dîner aux Chandelles*. Here, in the warm light of candles, we enjoyed excellent *Truite du Lac en Bellevue* and *La Tassette Bonivard*, while we were able to watch our main course, legs of young lamb slowly turning on the clock-work spit. It was delicious when it was carved and served, although underdone in the French manner. Flavoured with garlic it did not suit all the British palates. Our visit closed with another typically perfect lunch at Lausanne's best hotel, the Beau Rivage.

With all these exquisite meals we drank the charming and, on the whole, light Swiss wines, which grow in the canton of Vaud, on the shore of the lake, and in the Valais. Fendant is the ubiquitous white and Dôle the usual red, but at times we also had others, Johannisberg and Yvorne, both very fresh whites, and a very young (1961) red wine which was very pleasing, from Aigle.

The Castle of Chillon on the Lake of Geneva, Switzerland

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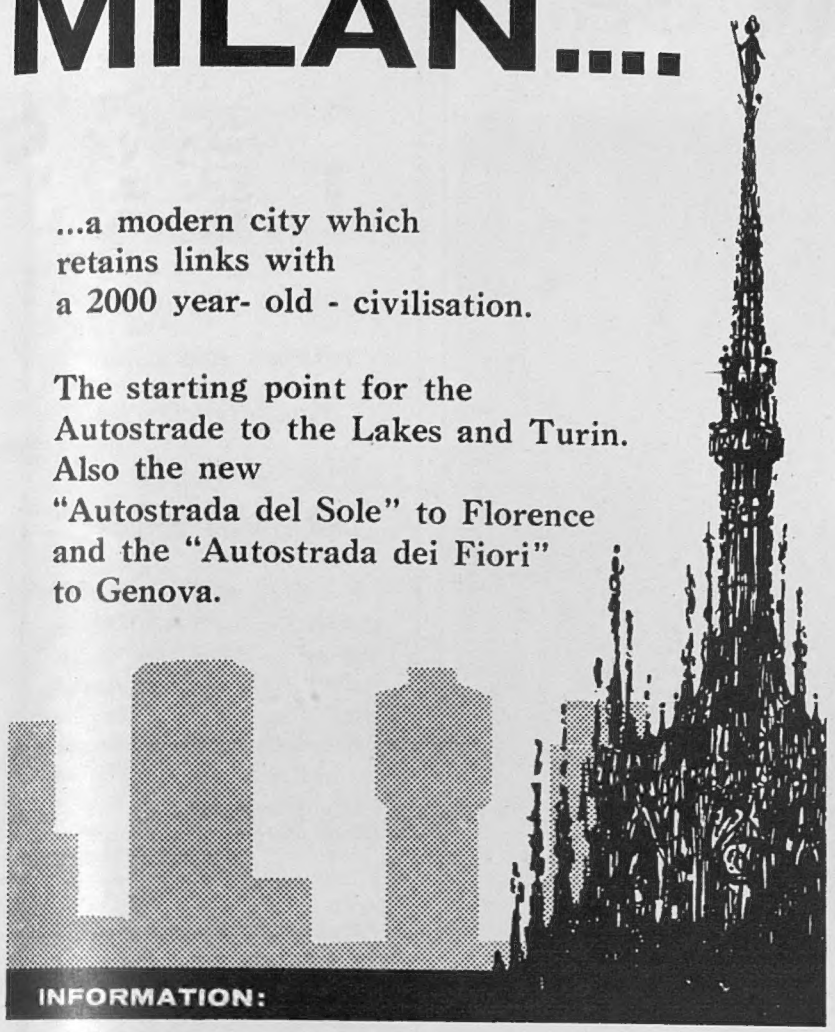

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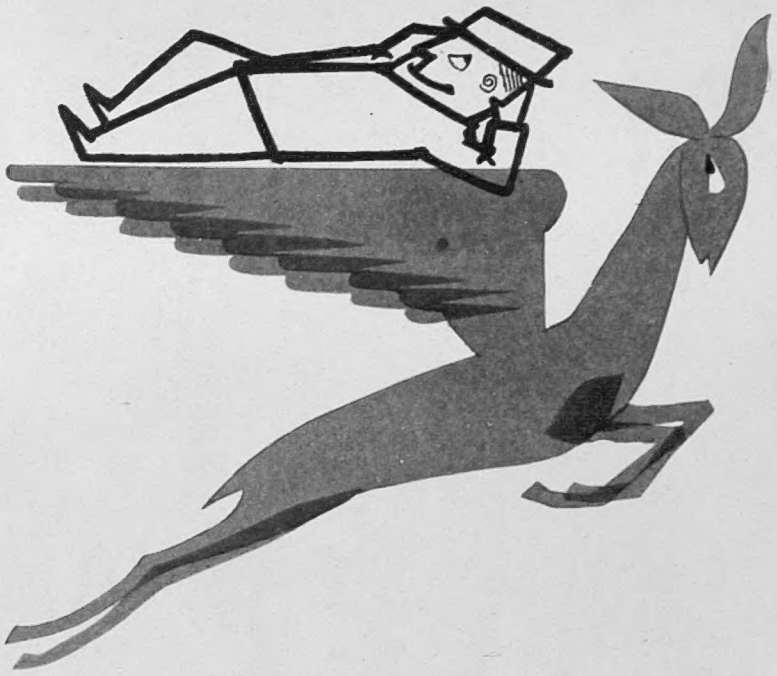

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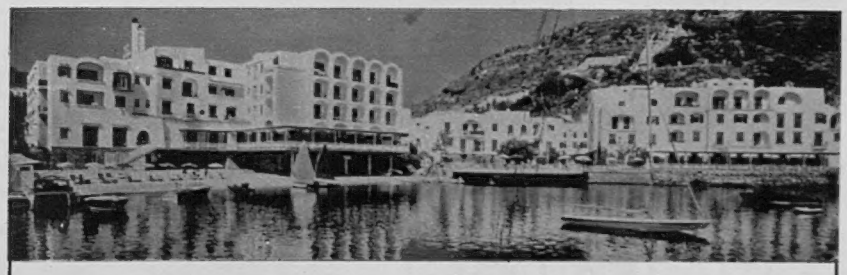

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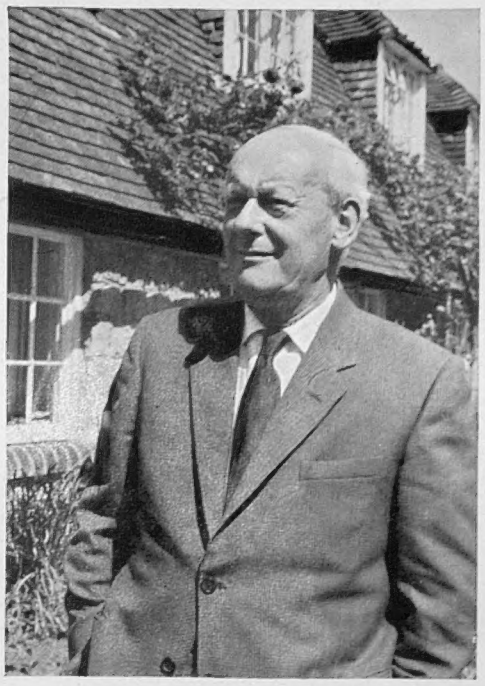

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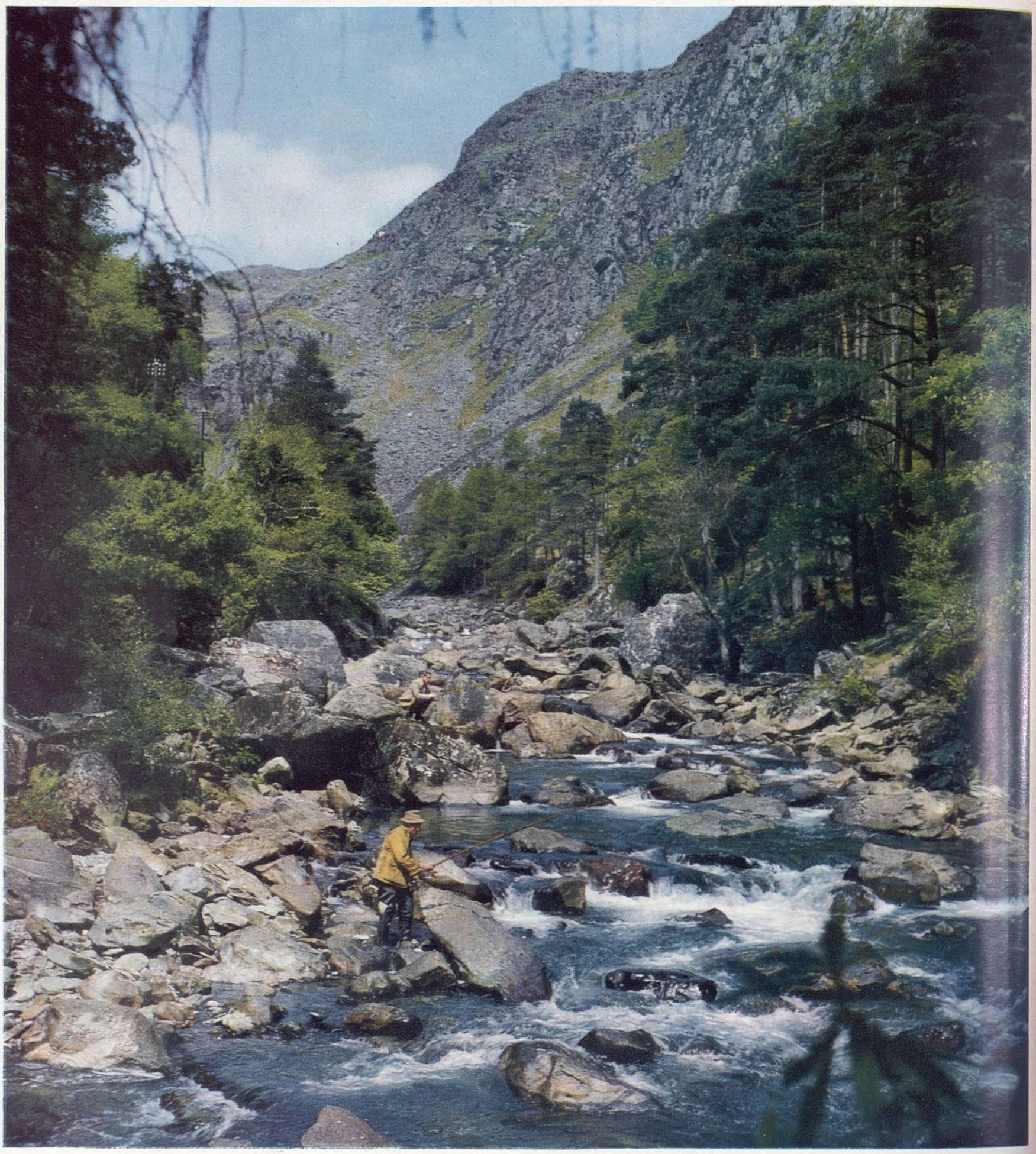

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